



# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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NEW-YORK, SEPTEMBER 8, 1832.

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NEW-YORK, SEPTEMBER 8, 1832.

The Boston and Worcester Railroad is now fairly under way. Boston appears to be resolved upon availing herself at an early period of the benefits of Railroad communication. Railroads are now constructing in three directions from Boston—all of which will be probably greatly extended beyond the points at which they are now to terminate. The road to Providence will undoubtedly be continued to Norwich or New London; that to Worcester be continued to Albany; and that to Lowell will not stop short of Vermont; and we may with safety predict its continuance to Burlington, and from the opposite shore of the Lake to Ogdensburgh, New-York. We learn from the Boston Daily Advertiser, that

The excavation of the Boston and Worcester Railroad was commenced on the 14th August at Brighton and at Needham. The whole line from Brighton to Needham, a distance of eight miles, is divided into fourteen sections, including the passing of Charles river and the high ground in Western, which constitutes the most difficult portion of the road between Boston and Worcester, is under contract, and is to be completed by the month of May next. These contracts are made on favorable terms, and at rates lower on an average of the whole distance of more than 15 per cent than the estimates of the Engineer contained in his published report. The line is also considerably improved, in the final location, so as to occasion the less interference with the existing roads, and to diminish the degree of curvature in several parts of the Railroad. The shortest curve on any part of the road between Boston and Needham, as it is now located, (and probably none shorter will be required on any part of the road to Worcester,) will be upon a radius of 1150 feet; and the greatest degree of inclination from a level will be at the rate of 30 feet in a mile. The places will be few, and the distances short, where so great a degree of curvature as that above described will be required, and a great portion of the road will be straight. Neither the curves nor the inclination will be such as hardly to

be considered a defect in the road, or to diminish the speed, or increase the expense of travelling in any important degree.

The following extract from the Report of the Directors shows that the route is very favorable for the construction of a Railroad:

The main street in Worcester is found to be 450 feet higher than Charles street in Boston. This elevation must of course be gained by the inclination of the road, making an average of 10-1-2 feet per mile of the whole distance. On the line of road, as it has been located by the Engineer, the whole amount of ascent in proceeding from Boston to Worcester is 534 feet, being only 98 feet greater than the actual elevation of Worcester above Boston. The whole descent, therefore, on the line of location in passing from Boston to Worcester is only 98 feet, or an average of 2-3-10 feet per mile. These facts, which are more fully exhibited in the report of the Engineer, are sufficient to show, that in regard to the profile of the route, that which has been selected is an uncommonly favorable one.

In regard to directness, also, the route is favorable, when it is considered how completely all inconvenient elevations and expensive excavations are avoided, in passing a country which is in general so uneven. The length of the road as it is located, is 43-1-4 miles. This is about four miles longer than a straight line between the points of termination, and about equal in distance to the road which is now most travelled between Boston and Worcester. The curves which appear on the map of the route are such as cannot be avoided without a material increase of the rate of inclination. They are not such as will produce any inconvenience in the travelling of carriages on the Railroad, the shortest being of a radius exceeding a thousand feet. The increased distance is much less than it is usually necessary to allow, for the purpose of finding so favorable a profile, and it is very slight compared with the advantage of avoiding all inconvenient elevations in the route. In regard therefore to the communication between Boston and Worcester, the location of the route may be considered not only the best which can be selected, but a much more favorable one than could have been expected by one acquainted only with the general aspect of the country.

Fifty-eight Shares of Manchester Railroad Stock have been sold at \$165 per share.

We have received the act of incorporation, together with the report of John B. Jervis, Esq., upon the route of the Saratoga and Fort Edward Railroad. They came to hand too late to be examined for this number of the Journal, but will be attended to in our next; and in the mean time we give the following notice of opening the subscription books:

Books of Subscription for the capital stock of the Saratoga and Fort Edward Railroad are to be open-

ed on the 2d day of October, 1832, at 10 o'clock A. M., at the following places:—At the Merchants' Exchange in the city of New York; at the Eagle Tavern in the city of Albany; at the office of G. M. Davison, in the village of Saratoga Springs, in the county of Saratoga; and at Pratt's Tavern, in the village of Fort Edward, in the county of Washington—at which time and places ten per cent. on the amount subscribed by each individual will be required to be paid to the Commissioners.

SARATOGA AND SCHENECTADY RAILROAD.—The receipts on this road during the last week were between six and seven hundred dollars. This, considering the very small number of strangers who have visited the Springs, is very handsome, and indicates with much certainty, the future prosperity of the road.

The following notice from a Montpelier paper shows that Vermont will do her duty:

Notice is hereby given, that an application will be made to the General Assembly of the State of Vermont, at their session in October next, for the incorporation of a company with power to construct a Railroad from Lake Champlain to Connecticut river, and through the valley of Union river.

RAILROAD IN CONNECTICUT.—We learn that Lieut. Swift, employed by the company incorporated for establishing a rail-road through Norwich from Long Island Sound, to unite with a rail-road from Boston, and to make surveys of the routes, having commenced his survey at New London, has extended it to Killingly, and will probably complete it as far as Worcester in about a month. We understand that the route thus far proves to be extremely favorable. [Boston Patriot.]

One of the most useful applications of machinery, is to extend the time of action of force. The half minute which we daily devote to the winding up of our watches, is an exertion of force almost insupportable; yet, by the aid of a few wheels, its effect is spread over the whole twenty-four hours. Another familiar illustration may be noticed in domestic furniture: the common jack, by which our meat is roasted, is a contrivance to enable the cook in a few minutes to exert a force which the machine retains out during the succeeding hour in turning the loaded spit. [Babbage on Machinery.]

UNPRECEDENTED SPEED.—The new steamboat Patrick Henry, built in Baltimore to run between Norfolk and Richmond, is now in the line and performed the distance (145 miles) on Tuesday last, in seven hours and 43 minutes, after the stoppages were deducted. [Nat. Gaz.]

Naval Change.—We understand that Commodore Crane takes the Portsmouth station, in the room of Commodore Henley, ordered to the West India station.



The following are the remarks of the Editor of the American Farmer on the communication in our last number respecting the Chinese Mulberry:—

We take pleasure in replying to the queries and remarks of our respectable correspondent, so far as we are able. The new Chinese mulberry, (*Morus multicaulis*), has been proven by its use in making silk, to be not only equal but far superior to the white mulberry of China. It has been used both in France and America, and is the only kind used in the north of China, and the Philippine Islands. Dr. Pascalis informs us, (see American Farmer, vol. 12, page 124), that it has been propagated in great quantity in France for the purpose of furnishing the establishments of that nation, and this fact has been often repeated in the public prints. He asserts, and our experience corroborates the assertion, that the leaves of the *Morus multicaulis* afford to the silk worm double the quantity of food furnished by the white mulberry. That is of equal weight of leaves, the *multicaulis* affords double the quantity of nourishment, the large proportion of insoluble matter, probably woody fibre, of the white mulberry leaf, is nearly absent in the leaf of the *multicaulis*. The leaf is singularly soft and silky. It is true that the result of Mr. Deslongchamps' experiments was unfavorable to the use of the common mulberry for silk worms, and we may add that our own experience has brought us to the same conclusion; but we ought not to infer from this, that all other mulberries, and especially one long preferred and used in China, must also be inferior to the white. Certainly every body ought to have some evidence, and good evidence too, of the equal fitness of the new Chinese mulberry for the purpose, before they adopt it to the exclusion of the white; and we did suppose that this evidence was before the public—at least we have done all we could to furnish it, as will be seen on examining our columns, and those of several other publications, especially the *Annals of Horticulture of Paris*.

The history of the new Chinese mulberry will be found in the American Farmer, vol. 12, page 124. This mulberry was brought from the Philippine Islands by a French corvette, in July, 1821. The corvette had been sent out by the French government, under the care of Samuel Perottet, for the express purpose of collecting rare plants, seeds, &c. along the coast of Asia as far as the Philippine Islands, and returned laden with them, the *Morus multicaulis* being one of the articles obtained. It was found at the Philippine Islands, where it had been carried by the Chinese colonists, one of whom remarked that to this plant his country "owed its immense product of silk, and the greatness of the celestial empire, from whence we carried it as the best article of our national wealth." Mr. Perottet ascertained that it was originally from the north of China, that it had been transplanted from Canton to Manila; he deposited it in the island of Bourbon, at Cayenne, and at Senegambia. On its arrival in France it was immediately taken to the Royal Gardens at Paris and Montpellier for propagation and experiment, the result of which has been its universal adoption so far as it could be obtained.

All the trials of this mulberry of which we have seen any account, have resulted favorably. It not only makes silk of the best fibre, but is most congenial to the constitution of the worm.

The preference given by Dandolo, and others to the double leaf white mulberry, was not founded upon the size of the leaf, but upon its quality, and the size was only referred to as descriptive of the kind preferred, not as indicative of quality. The large leaves of the white mulberry are not as good as the small ones, because they are too succulent; but may not a vegetable have large leaves without a superabundance of sap, especially if such leaves be the natural ones? The leaves of the Chinese mulberry, though very large, are thin and silky, and by no means so succulent.

It is true that the beautiful and delicate silks of China have generally been supposed to have been obtained from the white mulberry; but we have good evidence now for the belief that they are produced from the *Morus multicaulis*. The testimony of Mr. Perottet at least goes thus far.

When we said that 20 trees would produce 20,000 in three years, we did not of course mean to say that these 20,000 trees would be as large as full grown white mulberry trees, requiring a space of 33 feet square each, and each tree feeding 6,000 silk worms. We intended to be understood as saying that by proper management 20 young trees might be multiplied to 20,000 young trees in three years. By layering

in a proper manner, each young tree may be made to produce at least ten young ones every season; so that 20 trees laid down in the spring of 1833, will produce 200 in the fall of the same year as large as the originals were in the spring; these laid down in the spring of 1834, will produce 2,000 in the fall of 1834, and these latter laid in like manner in the spring of 1835 will produce 20,000 in the fall of 1835; and in the spring of 1836 the leaves of the young trees may be used for silkworms, and there will be an abundance for an establishment however large. They may be planted in the fall of 1835 at 4 or 5 feet apart, but even at 6 feet there will be 1200 to the acre, so that 16 1/2 acres will contain the 20,000. Although this mulberry tree will attain to 15 or 20 feet in height, with a proportionate breadth, it is recommended that they be kept low by heading down, for convenience of gathering the leaves. We know that the leaves are just as good for silk worms when the tree is but a year old as when older. The tree indeed seems to attain maturity much sooner than any other tree we know of, as we have several trees only a year old with perfect fruit on them. Our trees have generally attained a height of 6 to 8 feet, and an inch diameter at the base, in one season.

As to the number of trees in a package, we direct twenty trees to be put up in each package, because that number would enable any person to secure a supply of leaves in three years. But we have no objection to supplying any smaller number—indeed it was not our intention to exclude the supply of any number, even of a single tree. From careful experiments we have ascertained the proportion by which the *Morus multicaulis* may be increased, and thence calculated the number that would supply a silk establishment in a given time: the results of these experiments and calculation is the recommendation to begin with twenty trees that a supply may be obtained in three years. The time at which a full supply of leaves will be obtained will be lengthened or shortened, according to the number of trees begun with under or over twenty.

To conclude, so confident are we of the superiority of the *Morus multicaulis* over the white mulberry, and of the certainty with which a full supply of leaves will be obtained by the means proposed, in three years, that, were an insurance practicable, we should not hesitate to become responsible for all losses that might be sustained (casualties and carelessness excepted) by those who try the experiment.

We shall take pleasure in giving any further explanation that may be desired, and beg our friends to be assured that nothing but the most thorough conviction of the importance of the *Morus multicaulis*, and of its great superiority over every other kind of mulberry, could induce us to urge its preference. As we have repeatedly said, it is peculiarly fortunate for this country that this species of the mulberry has been introduced just at the commencement of the silk culture. We also repeat, that a full supply of leaves for the largest establishment can be obtained from it in half the time required to obtain them from the white mulberry.

**Increase and diminution of Velocity.**—The following illustration of the results to be gained by an ingenious application of the same force occurs.

An instance of the saving of time by making the same motion of the arm execute two operations instead of one, occurs in the simple art of making the tags of boot laces: they are formed out of very thin tinued sheet-iron, and were formerly cut out of long strips of that material into pieces of such a breadth that when bent round they just enclosed the lace. Two pieces of steel have recently been fixed to the side of the shears, by which each piece of tinued-iron as soon as it is cut is bent into a semi-cylindrical form. The additional power required for this operation is almost imperceptible; and it is executed by the same motion of the arm which produces the cut. The work is usually performed by women and children; and with the improved tool, more than three times the quantity of tags is produced in a given time.

The economy arising from velocity is exemplified in the contrivance used by haberdashers in taking stock, by which ribbons are measured on a wheel, and also by which cotton balls are wound.

In turning from small instruments to the larger and more important machines, the economy arising from the increase of velocity becomes more striking.

In converting cast into wrought iron, a mass of metal of about a hundred weight is heated almost to a white heat, and placed under a heavy hammer moved by water or steam power. This is raised by

a projection on a revolving axis; and if the hammer derived its momentum only from the space through which it fell, it would require a considerably greater time to give a blow. But as it is important that the softened mass of red-hot iron should receive as many blows as possible before it cools, the form of the cam or projection on the axis is such, that the hammer, instead of being lifted to a small height, is thrown up with a jerk, and almost the instant after it strikes against a large beam, which acts as a powerful spring and drives it down on the iron with such velocity that by these means about double the number of strokes can be made in a given time. In the smaller tilt-hammers, this is carried still further; by striking the tail of the tilt-hammer forcibly against a small steel anvil, it rebounds with such velocity, that from three to five hundred strokes are made in a minute. [Babbage on Machinery.]

The "identity" of work performed by machinery, is an important advantage; and the "accuracy" when the work is of different kinds, is equally valuable. They are illustrated by numerous instances, in the course of which occurs the following curious statement:

Of all the operations of mechanical arts, that of turning is the most perfect. If two surfaces are worked against each other, whatever may have been their figure at the commencement, there exists a tendency in them both to become portions of spheres. Either of them may become convex, and the other concave, with various degrees of curvature. A plane surface is the line of separation between convexity and concavity, and is the most difficult to hit, and it is more easy to make a good circle than to produce a straight line. A similar difficulty takes place in figuring specula for telescopes; the parabola is the surface which separates the hyperbolic from the elliptic figure, and is the most difficult to form. If a spindle, not cylindrical at its end, is pressed into a hole not circular, and if the spindle be kept constantly turning, there is a tendency in these two bodies to be situated to become conical, or to have circular sections. If a triangular pointed piece of iron be worked round in a circular hole, the edges will gradually wear, and it will become conical. These facts, if they do not explain, at least illustrate the principles on which the excellence of work formed in the lathe depends. [Babbage on Machinery.]

[From the Philadelphia edition of Wood's "Treatise on Railroads," 1825.]

Many other plans of employing gravity as a moving power have been resorted to by different persons. In very steep planes horizontal rollers have been used: where the descending train unwinds the rope from its barrel, and, at the same time, winds the rope upon the barrel of the returning carriage, which is again, in its turn, unwound by the descending train. In such a combination, the brake can be employed with any degree of force thought proper; as the rope and barrel is one machine, and the rope cannot move round without moving the barrel round also.

Skeleton wagons, loaded with metal, are sometimes made use of to overhaul, or drag, the rope down the plane by which the empty wagons were drawn up; and also, at the same time, to drag the rope up the plane by which the descending train was lowered, for the purpose of allowing the descending train always to pass down the same line of road, and the ascending train to travel up a different road, each having a separate rope. I do not see, however, that this mode can be of advantage, except under very peculiar circumstances; for the moving power, in this case, is subjected to a resistance equal to double the bare amount of the friction of the rope; and the rope is also subjected to a similar excess of strain, above what exists in the common form of plane, where the loaded carriages always pass down the road; that the empty ones traverse upwards, and vice versa.

The mode by which the carriages are made to pass from one kind of road to another, is at once simple and effective, and is done without the aid of manual labor.

Gravity being a moving power so very economical and useful, it is of the utmost importance that its aid be extended to every situation, and in every case where its application is available. Friction being the great obstacle, in the extension of its application, it is desirable that every means be tried to exterminate it as much as possible. The plan will, I am inclined to imagine, be found to be a mode of application by which the annihilation of friction has been effected: such to as great an extent as by any plan yet devised; it now has this to recommend it, that it has been very extensively used in a district where almost every means that has been resorted to in the economy of conveying



goods, and every other plan has yielded to its adoption, when the diminution of friction became an object.

The simplicity of the construction of this kind of wheel, and the manner of placing it, concealed from injury and sheltered from the weather, are also circumstances which recommend it: in addition to the consideration of diminishing the friction. Barrels, where the rope winds upon itself, have been used, as before stated, when the excess of preponderance rendered it necessary: but these requiring double ropes, the other plan is, on that account, superior.

The amount of friction being always proportionate to the extent of rubbing surface, by placing the rope upon sheaves, and causing it to pass down the plane, along their peripheries, we diminish it in the ratio of the diameter of the sheaves to the diameter of the axle; hence, the larger the diameter of the sheaves, the better, provided the weight of the sheaves is not thereby increased. It is also necessary that the surface of the sheaves, whereon the rope traverses, when running, is always of the same radius: for, if the rope runs upon a surface not every where the same distance from the centre of motion, it must experience a rubbing from the different velocities of the surface of the sheaves at the different radii; the velocity of the rope in every part being the same, similar to a flat surface rolling along the periphery of a conical sheave. In some of the sheaves shown in the drawing, the surface whereon the rope runs is quite flat, with side flanges, to keep the rope on; but the width will appear greater than requisite, being on an enlarged scale; the general width is from three to four inches, and the diameter where the rope runs from eleven to twelve inches; and the weight about twenty-one to twenty-five pounds. In the other plan for the purpose of reducing the weight, the surface where the rope runs is made concave, nearly equal to the size of the rope; and the weight is generally about twenty pounds, the diameter being about twelve inches.

The limit in the application of self-acting planes will be, when the preponderance of the gravitating force of the descending train of carriages is sufficient to drag the ascending carriages up the plane with the requisite velocity, and always upon descending lines of road.

#### Steam Engine fixed upon ascending Planes.

The preceding planes, as before stated, are necessarily descending planes, down which the goods are supposed to be conveyed, and up which only the empty carriages, or a very small portion of returning carriages of goods are supposed to ascend. In the construction of general lines of road, extending from place to place, distant from each other, and between which the face of the country is perhaps uneven, undulating, and hilly, we cannot always divide the line into platforms, or stages, with little inclination: and when we descend planes, we frequently meet with acclivities which cannot possibly be avoided, up which the loaded carriages must be conveyed: also in public lines of road, where the carriage is, perhaps, the same in both directions, or even though the preponderance may be in one direction, where loaded carriages occasionally have to pass and repass, it is necessary that a passage should, at all times, be afforded to the transit of goods. I shall, therefore, now describe the means which have been employed to surmount such ascents with the loaded carriages.

I have previously described the action of two kinds of motive power, viz. HORSE and GRAVITY. The former has been explained to be limited in action to very inconsiderable acclivities: the latter to declivities solely. The kind of power which is the subject of this chapter will be applicable to all other inclinations of road: whether they be level, ascending, descending, or undulating. It will not here be attempted to point out the particular degree of inclination or elevation which should be observed in surmounting the summit of a hill, nor how far it may be advisable to divert the line to obtain a clear inclination of plane, or to avoid such a rising ground; that part of the subject will be more properly discussed when we are fully acquainted with the expenses of surmounting different acclivities.

I shall, therefore, first of all, describe the different methods of surmounting those ascents which occur in some of the principal Railroads that have come under my observation; and, afterwards, compare the effect on different planes with each other, by which we may be able to deduce some practical data for the guidance of engineers in laying out the most advantageous line, or the most beneficial inclination of planes across the country through which a Railroad is to be carried.

The dragging of boats upon Canals, from one level to another, to save lockage water, by means of sloping planes, has long been in use; but the introduction of steam engines to drag carriages up ascending planes upon Railroads is comparatively recent. Mr. S. Cooke, in 1808, erected an engine upon Birtley Fell, in the county of Durham, to draw the loaded carriages of the Uppeth colliery across the Durham and Newcastle turnpike road, up a steep ascent; and since that time, they have been much used upon the Railroads in the neighborhood of Newcastle.

The following are the different kinds of planes with which I am acquainted, and the manner of surmounting them:

Descending planes, or inclinations, where the gravity of the carriages which have to pass downwards is sufficient to drag the rope after them; by which the rope, the returning train is drawn up by a steam engine. This kind of planes may be formed of a single or double line of road. If single, one train of carriages only is in action at a time, and one rope only is used; the descending train drawing the rope out from the engine upon the plane, to which, when the descending carriages reach the bottom, the ascending carriages are attached, and they are thus drawn up by the engine. If double, then there is a double line of road, or one similar to a self-acting plane, with a passing place in the middle; the descending train of carriages passing down on one side, while at the same time the ascending train is drawn by the engine up the other. In this case, if there be any excess, or preponderance of gravity, in the descending carriages, beyond what is requisite to drag the rope down the plane, this preponderance comes in aid of and assists the engine in dragging the ascending carriages up the plane.

The above kind of planes is principally used in private Railroads, or on those where the quantity of goods descending the plane is considerably greater than the quantity ascending, and where the transit can be regularly carried on, and the rate at which the goods are to be conveyed is no object; as it will readily be seen, that there must be as great a number of descending trains of carriages as will drag the rope out as many times as there are ascending trains to be brought up; and that the nature of the traffic is such as will allow of the trains to be thus alternately passed up and down; the descending train waiting until the ascending train is brought up, or vice versa. These inconveniences may be modified, by erecting powerful engines to drag up a great number of carriages at a time, if there is not an adequate number to descend: or skeleton carriages loaded with metal or other heavy substances might be made use of to drag, at all times, the rope down the plane; but both these latter modes throw a great strain upon the rope, and perhaps should only be resorted to on extraordinary occasions.

The books for the subscription of the stock of the Mad River and Erie Railroad Company were opened a few days since, at Sandusky, and various other places in the state. At Sandusky \$11,400 were subscribed, and the first instalment (10 per cent.) paid in. Arrangements are to be made forthwith, to survey the route. [Salem, (Ohio), Adv. of Aug. 23.]

[From the Charleston Virg. Free Press, Aug. 23.]

A NEW RAILROAD CAR.—We have before us, at our request, a model of a Railroad Car, called "Wernwag's Self-Regulating or Self-Directing Railroad Car," invented by that ingenious and well-known architect, Lewis Wernwag, of Hagers Ferry. Knowing but little of the principles of mechanics, we are unable to give any thing like a correct description of the invention. We can only state, in general terms, that it is peculiarly calculated to run upon short curves—thereby saving both time and space. It consists of six wheels; the centre ones being the regulators. From the axle of the centre wheels are hounds or guiding poles affixed to the axles of the other wheels, to guide them according to the curves. The axles of the main wheels are separated in the centre, so as to allow either wheel to move with greater or less velocity as the curves may require. This saves the friction which occurs to the inner wheel of all cars in which the axle is fastened to both wheels, and obviates a difficulty which strikes every observer at first sight.

We think the invention a highly important one; and therefore invite all persons interested to call and examine the model. We particularly commend it to the attention of our Winchester friends—whom, if we can get the privilege, we will take pleasure in sending it.

We verily believe a car might be constructed upon this plan, to run round a common-size haystack.

We observed it stated in the specification, that the principle may also be applied to locomotive engines upon McAdamized and other roads, by means of rack and pinion, pulley and cord, or by any other means adapted to the purpose.

We learn that Mr. John Wernwag (son of the inventor) is now engaged in the construction of a Car upon this principle. From his talent as a scientific mechanic, we may look for a splendid effort.

[From the Danville Chronicle.]

DANVILLE AND ROCHESTER RAILROAD.—The following letter from Mr. Almy will be read with pleasure by all who feel an interest in the contemplated Railroad from this village to Rochester:

Geneseo, Aug. 13, 1832.

James Faulkner, Esq.—Dear sir: I have passed over and examined, as critically as circumstances

Danville and Rochester Railroad.

We are now 101 feet below your village, 45 of which we ran down the first half mile. I think I heard nothing in saying that these seventeen miles of road can be graded as cheap, nay, cheaper than any road ever was graded since this species of improvement came into existence; and although the manner of my operating does not admit of at all times selecting the most feasible ground, still the Level Book shows an astonishing uniformity in the surface of the ground, and its gentle inclination towards the north. The first four miles abound in quarries of fine stone, suitable for building culvert walls and covering for the same, and for all other purposes requiring the use of this material.

If the remainder of the route should prove as favorable as that already passed over, I have come to the conclusion that it will not be necessary to rise or fall to exceed eight feet in any mile in the whole distance, nor be obliged to vary far from a direct course. You shall hear from me as often as circumstances shall permit.—I am, dear sir, yours &c.

J. ALMY.

Congress has passed a law to authorize the surveying and laying out of a road from Detroit, westwardly, by the way of Schiawassee, to the mouth of Grand River. Such a road will greatly facilitate the sale of a large tract of some of the best land in our Territory. An act has also been passed authorizing the survey and making of a road from La Plaisance bay, to intersect the Chicago road at some eligible point. We shall publish both Acts in our next.—[Detroit Journal.]

[From the Petersburg Intelligencer, Aug. 31.]

THE RAILROAD.—The ship Equator, from Liverpool, which arrived at this port a few days ago, brought out a Locomotive Engine, called the "Roanoke," with a Tender and Wagon, for the Petersburg and Roanoke Railroad Company. Previous to being shipped, the locomotive engine underwent a trial on the Liverpool and Manchester Railroad, and we understand gave entire satisfaction both as to speed and construction.

As it has been some time since we referred to the progress of the Railroad, it may be satisfactory to mention that about 20 miles (commencing at the Corporation line and extending beyond Stony Creek) is entirely completed and ready for use. From Stony Creek to the Meherrin river, the road has been graded; on the first ten miles of which the wooden rails have been laid, and the contractors engaged in laying down the iron. From the Meherrin to the Roanoke the road is under contract, with the exception of about two and a half miles. The Town section, commencing at the depot, at the corner of Union and Washington streets, and connecting with that portion already completed, is also under contract, and about two hundred hands actively engaged upon it. From present appearances, it is probable that in little more than twelve months the entire line will be completed, and the enterprise of our citizens rewarded, by seeing their favorite town becoming the mart for the rich products of the country bordering on the Roanoke.

We believe it is the intention of the Directors to place the locomotive and two passenger cars on the road in about ten days, when an opportunity will be afforded for a pleasant excursion to Stony Creek. A splendid Omnibus has been obtained for the conveyance of passengers to the temporary depot at North Spring, where the cars will be in readiness to receive them. The iron work for about fifteen transportation cars has also been received.

We have heard but one opinion as to the manner in which the work on this road has been executed—and that opinion is highly favorable to the skill and enterprise of all employed upon it.



From the February No. of the Journal of the Franklin Institute of Philadelphia.

Specification of a patent for an improvement in the construction of the axles or bearings of Railway, or other wheeled carriages. Granted to Ross Winans, city of Baltimore, July 20, 1831.

To all whom it may concern, be it known, that I, Ross Winans, have invented an improvement in the construction of the axles or bearings of Railway, or other wheeled carriages, and that the following is a full and exact description thereof.

The axle, with my improved journals, or bearings, may be made straight, and the wheels placed thereon in the usual way; but instead of forming the bearing under the body of the carriage, and within the nave, or hubs, of the wheels, there to sustain the weight of the load, I extend the axle out at each end projecting beyond the naves to such a length as to admit of the use of the following gudgeons. The lengths and diameters of these gudgeons, I regulate according to the load they are intended to sustain, and to other circumstances. In all cases, however, the value of my invention depends upon the gudgeons having their diameters as small as a due attention to the strength required will allow. The causing the axles to run in boxes, or upon bearings, without the naves, admits of their being made much smaller than usual, the degree of diminution which I have found to answer well in practice, will hereafter be stated. They should be formed of good wrought iron, and case-hardened; or overlaid, or clad, with the best steel, and hardened, which materially diminishes the extent of bearing surface necessary to enable them to receive and resist the pressure of the load, and their tendency to wear; they may therefore be short, and are consequently strong, when of comparatively very small diameter.

The tendency to lateral movement is checked, or limited by forming the end, or point of the axle, or gudgeon, so as to be met occasionally by the external cap or cover of the gudgeon box, when lateral pressure occurs.

By placing the bearing outside, (as aforesaid,) the diameter of the wheels may be enlarged with more advantage than formerly, as the axles between the wheels may be made of any required strength, (to resist the increased stress thrown on to that part of them by an enlargement of the wheels,) without affecting the size or strength of the bearing journals.

By the foregoing means, the leverage of the wheels, for the mechanical advantage with which the moving power acts, to overcome the resistance to motion, is increased, and consequently the friction or resistance to motion in Railroad carriages, diminished to a greater extent than heretofore.

This improvement in the axles and journals of Railway carriages, was devised and carried into operation on my experimental Railway, and exhibited to various persons in the early part of the year 1827; and it was put into practical operation, under my direction, on the Baltimore and Ohio, and on the Liverpool and Manchester, Railroads, in the early part of 1829, in connection with another improvement for the further diminution of friction, by means of a revolving bearing, or friction wheel, for which other improvement a patent was granted to me on the 11th of October, 1828.

I constructed for use, on the latter of the before mentioned roads, a number of cars with the axles and journals, or gudgeons, of various descriptions and dimensions; the gudgeons, or immediate place of bearing for the load, varied from 1 1/4 to 2 1/4 inches in diameter, and from 1 3/4 to three inches in length. Some of them were made of wrought iron and case hardened, and some of iron overlaid with steel and hardened. The axles between the wheels were mostly of wrought iron of from 2 1/2 to three inches in diameter. Several cars, however, were constructed with hollow cylindrical cast iron axles, secured to the wheels by flanges on the ends of the axle, and bolts, the gudgeons being separate pieces firmly fixed into the naves of the wheels. Wood may also be used for the axles to keep the wheels in their parallel relation to each other, with steeld gudgeons, as aforesaid, to receive the bearings.

The result of experience by the practical use of these cars for the conveyance of loads, for three to six tons, and under various circumstances, is that, (for the support of a given load,) the gudgeons or bearing for the load might, in the manner herein specified, be safely used of from one third to one half less in diameter than those in common use, without impairing, but rather increasing, the strength and durability of a car, and the diameter of the

wheels finding a less early practical limit, it is evident that a saving in the moving power is effected, as the power acts at a mechanical advantage equivalent to the increased ratio of the diameter of the wheel to that of the axle. These gudgeons, so constructed, were exhibited by me in England, as before stated and have been adopted there without my deriving any advantage therefrom; as, by the laws of that country, I could not secure the invention by patent, after having publicly exhibited it.

The object of the invention, and a practical demonstration, of its utility having been shown, its application and adaptation to the different Railroad carriages, burdened wagons, locomotive engines, &c. and to the different bearing boxes that may be preferred for different purposes, (either revolving, or common, will be evident, and easy, to any person acquainted with the building of Railway carriages. The following general directions and proportions are given, which I think will be found to be a near approximation to what will be required in practice. When it is intended to convey loads of from two and a half to three and a half tons, and to use wheels of from two and a half to three feet in diameter, the general diameter of the axles may be from two and three fourths to three inches, and extending through and beyond the naves of the wheels on each side, far enough to go under and conveniently receive the side frame of the load bed, and to have their ends turned, or formed into gudgeons about two and a half to three inches in length, and from one and a half to two inches in diameter. On the four gudgeons thus formed, the carriage body rests by means of any hard metal bearings attached to the before mentioned side pieces; which side pieces are so framed with the cross pieces of the bed as to go on the outside of the wheels, either over or under the gudgeons, as convenience may require. The friction occasioned by the tendency to a lateral movement of the gudgeon is limited by causing the end cover of the bearing to meet the end of the gudgeon as near to the centre of action as possible. When my revolving box is intended to be used, this end is attained by forming the end perfectly square; and when the common box is used, by forming the end of the gudgeons convex or rounding.

In consequence of the small extent of bearing surface embraced by the bearing on the journal, the bearing box, (to guard against wear,) should be made as hard as the use of the most favorable materials for that purpose would permit. The oiling or lubrication of the gudgeons may be effected in any of the usual or convenient ways. But to guard as much as possible against the oil working from the gudgeons on to the rail wheels, it is advisable to turn one or two small rings, or grooves, on a portion of the axle between the gudgeon and the nave of the wheel, which will obviate that difficulty. I do not intend to be understood as claiming all merely projecting axles with bearing beyond, or external to, the wheels; the single wheel of Sargeant's and of Palmer's rail-way carriage, for single rail-ways, had projecting axles, and several kinds of rail-way carriages have been devised with four wheels, each having separate axles, with both inside and outside bearings, with a view to turning curves with facility. A carriage was made at Liverpool, in England, at a later date than my invention, with outside bearings of the usual size for the purpose of using a broad body temporarily, and without any view to the object of this improvement, nor effecting the like purpose. My invention is sufficiently distinguished from all others before known and used by the new and useful effect produced in the manner aforesaid.

I therefore declare that the improvement, or improvements, above explained and described, in diminishing the resistance to motion in wheeled carriages to be used on rail-ways, which I claim as my own invention, in the extending the axles each way outside of a pair, or pairs, of wheels, far enough to form external gudgeons to receive the bearing box of the load body, and diminished as aforesaid, with a view to lessen the resistance of friction, as small as its situation, with the use of the most favorable metal for wear, will permit. Thus conveniently increasing the leverage of the wheels, without impairing their effective strength or durability.

ROSS WINANS.

Sealing.—I never knew a sealing person that was able to govern a family. What makes people seal, is because they cannot govern themselves. They then can they govern others? Those who govern well, are generally calm. They are prompt and resolute, but steady and mild.

BALTIMORE AND OHIO RAILROAD AND CHESAPEAKE AND OHIO CANAL COMPANIES.—The controversy between these two Companies, which has so long paralyzed the energies of both, will not, we regret to say, soon be so adjusted as to enable each to complete its noble work. After the decision, by the highest court in Maryland, which gave to the Canal Co. the right of way along the difficult passes from the Point of Rocks to Harper's Ferry, a proposition was made by the Railroad company, which seemed to us—although we are not, we admit, so well informed upon the subject as to be able to give an opinion—a fair one. The offer was, if our recollection serves, to construct the Canal along those difficult passes at the estimate of the engineers of the two companies, (the Canal company to pay at regular intervals as the work progressed) and to keep it in repair, at their own (the Railroad Co's) expense for five years, if the Canal Co. would permit them to construct the Railroad at the same time along its banks. By this proposition, the Canal would be constructed as cheap as it could otherwise be, and probably more permanently, as the Railroad would of course run between it and the river, and must necessarily be a guarantee to its permanency, and we should suppose also facilitate its progress. The Canal company, however, at their late meeting, declined the proposition, assigning at the same time their reasons, and in turn submitting a proposition which we annex:

It appeared perfectly obvious to the committee that it must at once seem to every individual that the mere circumstance of close contiguity between two such works of internal improvement, could be productive of benefit to neither. It could not in any particular enhance the value of the canal, that a rival enterprise was constructed immediately upon its margin, and it is equally obvious that no Stockholder in the Railroad would feel that his interest was promoted by a contiguous canal. The most sanguine anticipations of the future growth and prosperity of our country must postpone, for many years, the period when it will exhibit such an accumulation of commodities, and such an increase of business, as will furnish full employment to both works. In the indefinite interval, all the produce which will descend the valley of the Potomac may conveniently be transported on either of these channels of communication, while all the commodities supplied from the sea board for consumption of the interior must, as is equally obvious, afford much less than full employment to either work. Their proximity to each other limits them to the same range of country.

Without instituting any comparison between the two important projects, or endeavoring to ascertain their relative value as means of intercourse, points upon which great diversities of opinion prevail, it must be sufficiently obvious that if each of them separately possesses the capacity to perform all the business which the country requires, the proximity of a rival enterprise cannot but be pernicious in its influence. If they hold out equal inducements to the merchant and the farmer, they will share in the same proportion, the business which is to be performed. Rivalry competitions to engross the whole, or an undue proportion of the transportation may be confidently anticipated, and the two companies will inevitably find themselves occupied in useless and unprofitable, if not destructive collisions. Inadequate profits upon the large amount of capital invested, will speedily induce neglect, and neglect will rapidly bring both to destruction. Should experience demonstrate the decided superiority of either over its rival, the deterioration in the value of the less fortunate, because less useful undertaking, may prompt to self-immolation as the means of involving both in one common ruin. Fairness and liberality on both sides, with an equal participation in the entire trade must render the stock of each unproductive to the proprietors.

With these views, which to the committee appear undeniable and incontrovertible, we cannot but regard the project of carrying on the two works in immediate contact with each other, as calculated seriously to impair the utility and value of both. No longer as they are in juxta position, all the business performed by one would substantially be so much abstracted from the other, and an application to



ther voluntarily to permit the rival work to be carried along its sides does appear to the committee an application to inflict upon itself an enormous, if not a vital injury.

Can it for a moment be credited that a single stockholder of either company, with any view to derive a return from this investment, would ever have affixed his name to the subscription list, if the original plan had contemplated the immediate proximity and close contiguity of the rival enterprise? Is one to be found so confident in the absolute superiority of the work with which he is connected, as not to see, to feel, and to acknowledge, that its value would be essentially impaired by the circumstance that another medium of communication lay in actual contact with his own?

Strongly impressed with the accuracy of these views, the committee is unhesitatingly and unanimously of opinion, that the true interests of all parties imperiously demand that the idea of carrying on both Canal and Railroad beyond the point of junction, should, at least for the present, be abandoned. In this opinion, they confidently anticipate the cordial concurrence of the intelligent stockholders of the Railroad company. It is visionary to anticipate, within any moderate period of time, that sufficient occupation should be furnished to both, and should that period happily arrive, the work temporarily postponed may be executed under circumstances far more auspicious than those which at present exist. Under present circumstances, we apprehend it will not be controverted that if the superiority so confidently claimed by our rivals, be adjudged to them by the results of experience, the concession under any terms, of the right to construct a road in immediate contact with the Canal would be suicidal. Should their anticipations not be realized, the injury which would necessarily result to us would not be alleviated by the consideration that our less fortunate competitor sustained losses still more destructive.

The proposition submitted by the representative of Maryland, by way of substitute, or alternative, contemplates the conjoint construction of the two works between Harper's Ferry and the Point of Rocks, upon the basis of the report of Knight and Roberts. The committee have already submitted their opinion that such a construction would be replete with injury to the Canal company, and they are unable to perceive in the unessential modifications, in the details of the plan now before them, anything which is calculated to guard against, or compensate for, the positive evils which they apprehend to be inevitable.

The committee concur in recommending the adoption of a resolution requesting the President and Directors to make application to Congress, and the several other parties to the charter for such additional subscription to the stock of the company as will ensure the speedy and efficient prosecution of its works to the coal banks above Cumberland; but entertaining a decided opinion that no reasonable doubts can exist upon the subject of a forfeiture of the existing charter, they deem it inexpedient and unnecessary to present this subject to those authorities.

Signed on behalf of the Committee

RICHARD COX, Chairman, &c.

This Report was, after debate, agreed to by 7961 votes to 1415. The following is the resolution (divested of the preamble) referred to in the above Report, and by it adopted, with the modification there suggested:

Resolved, therefore, that the following propositions, as best fitted to compromise, on principles of justice and reciprocity, all the interests involved, be submitted to the Railroad Company.

1. That the Railroad for the present terminate at the Point of Rocks.

2. That the right of the Railroad Company to extend the road, after the completion of the Canal to Cumberland, and subsequent to the year 1840, be reserved.

3. That, in the mean time, the resources of the two Companies be united and directed to the vigorous completion of the canal to Cumberland, and thence to the Ohio.

4. That the requisite legislative provisions to carry this object into effect be applied for by the two Companies.

5. That dividends on the stocks of the two Companies be made pro rata out of the net proceeds of the tolls derived from the Canal and Railroad.

6. That in case the Railroad Company should declare its assent to the foregoing terms, either as they now stand, or with any necessary modifications, that a committee of three members of this company be appointed by the President and Directors, to meet a

like committee of the Stockholders of the Railroad Company; and the same joint committee be, and they are hereby, authorized to make and execute a definitive plan and compact between the two Companies, for the purpose of carrying the foregoing propositions into effect.

Should the Railroad company accede to this proposition, of which we have no expectation, the Canal company will have little cause to regret the existence of a powerful rival—as, if they can persuade or compel that rival not only to suspend operations for eight years, but also to aid them in the construction of the Canal through the most difficult part of the route, they will probably be able to complete it to the Ohio—an event, however desirable it may be to the friends of internal improvement, is very doubtful accomplishment, if the Railroad company should not only not unite with them, but be able to find another route for their road. We regret exceedingly that these works have been thus delayed, as their completion and successful operation would probably do more to settle the question, now so much debated, of the comparative merits of the two modes of intercommunication than any other probable event; unless it be the construction of the New York and Erie Railroad, which would be a competitor of the Grand Canal.

Of so much importance do we deem the settlement of this question at this time, that we have no hesitation to say that an expenditure of ten millions of dollars by the government of the United States, if the object was thereby effected—even if no other benefit resulted from it—would be, for the country at large, profitably invested; as so many works of internal improvement are now under way and in contemplation, a large proportion of which are Railroads, that it is highly important that the best mode of effecting the object should be speedily adopted.

**Jefferson's Residence.**—The mansion house at Monticello was built and furnished in the days of his prosperity. In its dimensions, its architecture, its arrangements and ornaments, it is such a one as becomes the character and fortune of the man. It stands upon an elliptic plain, formed by cutting down the apex of a mountain; and on the west, stretching away to the north and south, it commands a view of the Blue Ridge for a hundred and fifty miles, and brings under the eye one of the boldest and most beautiful horizons in the world; while on the east it presents an extent of prospect, bounded only by the spherical form of the earth, in which nature seems to sleep in eternal repose, as if to form one of her finest contrasts with the rude and rolling grandeur of the west. In the wide prospect, and scattered to the north and south are several detached mountains, which contribute to animate and diversify this enchanting landscape: among them, to the south, Willis's mountain, which is so interestingly depicted in his notes. From this summit, the philosopher was wont to enjoy that spectacle, among the sublimest of nature's operations, the looming of the distant mountains, and to watch the motions of the planets and the greater revolutions of the celestial sphere. From this summit, too, the patriot could look down with uninterrupted vision, upon the wide expanse of the world around, for which he considered himself born, and upward to the open and vaulted heavens, which he seemed to approach, as if to keep him continually in the mind of his high responsibility. It is a prospect in which you see and feel at once that nothing mean or little could live. It is a scene fit to nourish those grand and high-souled principles which formed the elements of his character, and was a most noble and appropriate post, for such a sentiment over the rights and liberties of man.—[Wm. Wirt.]

**Early Marriages.**—A medical correspondent of the Portland Advertiser thinks it would be advantageous for females to pass their 25th year before they subject themselves to the cares and fatigues of the married life; as the constitution of few women can be regarded as firmly established until after their twentieth year. Every female who does not have an offer to her taste previous to that age, will improve his advice; but such as may meet with a husband to their minds, will, we suppose, snap their fingers at the doctor.

**Interesting Anecdote.**—It is frequently remarked, that the most laudable deeds are achieved in the shades of retirement; and to its truth history testifies in every page. An act of heroic or philanthropic, performed in solitude, where no undue feelings can affect the mind, or bias the character, is worth to the eye of an impartial observer, whose volumes of exploits displayed before the gaze of a stupid and admiring multitude. It is not long since a gentleman was travelling in one of the counties of Virginia, and about the close of the day stopped at a public house to obtain refreshment and spent the night. He had been there but a short time before an old man alighted from his gig, with the apparent intention of becoming a fellow guest with him at the same house. As the old man drove up he observed that both shafts of his gig were broken, and that they were held together by withs formed from the bark of a hickory sapling. Our traveller perceived that the old man's knees were loosened, and that something like negligence pervaded his dress. Conceiving him to be one of the honest yeomanry of our land, the courtesies of strangers passed between them, and they entered the tavern. It was about the same time that an addition of three or four young gentlemen was made to their number, most, if not all of them, of the legal profession. As soon as they became conveniently accommodated, the conversation was turned by one of the latter upon an eloquent harangue which had been displayed at the bar. It was replied by the other, that he had witnessed the same day a degree of eloquence no doubt equal, but that it was from the pulpit. Something like a sarcastic rejoinder was made to the eloquence of the pulpit; and a warm and able altercation ensued, in which the merits of the Christian religion became the subject of discussion. From six o'clock until eleven the young champions wielded the sword of argument, adding with ingenuity and ability everything that could be said pro and con. During this protracted period the old gentleman listened with all the meekness and modesty of a child, as if he was adding new information to the stores of his mind; or perhaps he was observing with a philosophic eye the faculties of the youthful mind, and how new energies are evolved by repeated action; or perhaps, with patriotic emotion, he was reflecting upon the future destinies of his country, and on the rising generation, upon whom those destinies must devolve, or most probably, with a sentiment of a moral and religious feeling, he was collecting an argument which, characteristic of himself, no art would be able to elude, and no force resist. Our traveller remained a spectator and took no part in what was said.

At last, one of the young men, remarking that it was impossible to combat with long established prejudices, wheeled around and with some familiarity exclaimed, "well my old gentleman, what think you of these things?" If, said the traveller, a streak of vivid lightning had at that moment crossed the room, their amazement could not have been greater than it was with what followed.—The most eloquent and unanswerable appeal was made for nearly an hour by the old gentleman, that he had ever heard. So perfect was his recollection, that every argument urged against the Christian religion was met in the order in which it was advanced. None's sophistry on the subject of miracles, was, if possible, more perfectly answered than it had already been done by Campbell. And in the whole lecture there was so much simplicity and energy, pathos and sublimity, that not another word was uttered. An attempt to describe it, said the traveller, would be an attempt to paint the sunbeams. It was immediately a matter of curiosity and inquiry who the old gentleman was. The traveller concluded him to be the preacher, from whom the pulpit eloquence had been heard. But no, it was John Marshall, the Chief Justice of the United States.

**Falls of Niagara.**—A gentleman who has just returned from the Falls of Niagara, describes to us the total absence of all visitors and strangers at that hitherto crowded scene of periodical migration. His party, consisting of three, occupied the saloon where we were accustomed at this season of the year to meet three hundred of all nations and languages; and, although no disease has as yet reached that salubrious section of the province, our opposite neighbors seem to regard that and every other portion of the Canadas, as the "cage of every unclean bird," and to shy all intercourse with us in the spirit of the most alarming apprehension.—[Kingston (U. C.) Chronicle.]



## NEW-YORK AMERICAN.

SEPTEMBER 1, 2, 3, 4, 5, 6, 7, 1854.

## LITERARY NOTICES.

Our editorial table, which has presented a meagre appearance during the prevalence of Cholera in this city, shows again something of its ancient aspect, and is loaded to-day with books and book-lings—the stout sirloins and light sandwiches of reading fare. To take things in their due order, we begin with—

A DICTIONARY OF THE HOLY BIBLE. BY THE REV. JOHN BROWN, Harpers.—The objects of this work are to assist in the perusal of the Scriptures, by explaining the principal signification of emblematic words; the Gospel signification of types, personal or real; the biography of individuals; and the history of nations, cities, and churches; to facilitate, in short, the study of that volume, whose contents it behooves us best to know and understand. It comprehends within itself an important mass of information upon Jewish antiquities, chronology, and a multitude of objects, whether natural, artificial, civil or ecclesiastical. The present edition, which contains a life of the author, is a reprint from the 12th and latest Edinburgh edition, and contains the author's last additions and corrections, with some improvement by his sons. It is a neatly printed octavo, and as to binding, &c., got up in a convenient and substantial form, marred somewhat in appearance by having a set of useless advertisement leaves bound in with the other matter. Our leading publishers should know better than this. Where a volume is in boards they may swell it with their advertisements as largely as they chose; but what person of taste wishes a bound book in his library, with a dozen advertisement leaves before the title-page.

EMIGRANTS AND TRAVELLERS' GUIDE THROUGH THE VALLEY OF THE MISSISSIPPI: H. S. Tanner, Philadelphia.—Here is an ingenious and useful work; it is one of those compendiums of knowledge for which our book-making generation are so remarkable, and contains in one compact duodecimo volume, of very readable print, the history, geography, (with maps,) and geology of the entire Valley of the Mississippi, with a general description of the country; and particular notices of the trade, progress of education, &c., in each particular State.

LONDON PLAGUE: Swords, Stanford & Co.—A little work containing a narrative of two families who were exposed to the Great Plague of London; with conversations on religious preparation for pestilence by an English clergyman. This is the first American edition republished, with notes and observations to meet the temper of the times.

DIALOGUE ITALIANI: Philadelphia, Carey & Lea.—An 18mo. in boards, of a size suitable to carry in one's pocket, and convenient for those who wish to brush up their Italian for the opera season. It is a series of familiar dialogues, translated by Sig. Manconelli from the French, intended to facilitate the study of the Italian language.

COBB'S EXPLANATORY ARITHMETIC, No. 2: Collins & Hannay.—Mr. Cobb is now well known as one of the most indefatigable laborers upon that useful, though not shining, field of action, common school teaching. He has already published a number of small volumes, which are in much repute among teachers; and his name we suppose will be a sufficient passport for this, till it has established itself on its own merits. With all his industry, however, he had better hasten on to Arithmetic No. 3, as rapidly as possible; for, by a notice in an English paper lately, the use of cyphering books will soon be owned no more: Canker will be a forgotten sound; Daboll, Dilworth, and Bonnyycastle, hide their diminished heads, and Mr. Cobb will find his labors come to 0. "Mr. Barbage," says the London Spec-

tator, "has nearly completed his grand calculating machine."

ARLINGTON; by the author of Granby.—A sensible and well-written novel—somewhat tedious in detail, but upon the whole well repaying perusal. It is written in an expository style, with several excellent essays in disguise interwoven with the narrative. These, which run in a moral strain, make the story lag, but they convey much instruction with them. It is written with a higher aim than the author's previous novels, but it wants their interest and animation. The following dialogue partakes of the author's best "Granby" vein, and puts "the uses and advantages of travel," in a capital light:—

"Listen," said he, "and you shall hear more of the uses and advantages of travel."

Mr. Theobald at that instant was speaking to Lord Bolsover.

"I will just tell you what I did. Brussels, Frankfurt, Berlin, Vienna, Munich, Milan, Naples, and Paris; and all that in two months. No man has ever done it in less."

"That's a fast thing; but I think I could have done it," said Lord Bolsover, "with a good courier. I had a fellow once who could ride a hundred miles a day for a fortnight."

"I came from Vienna to Calais," said young Leighton, "in less time than the government courier. No other Englishman ever did that."

"Hem! I am not sure of that," said Lord Bolsover; "but I'll just tell you what I have done—from Rome to Naples in nineteen hours; a fact, upon my honor—and from Naples to Paris in six days."

"Partly by sea?"

"No! all by land," replied Lord Bolsover, with a look of proud satisfaction.

"I'll just tell you what I did," Mr. Leighton chimed in again, "and I think it a devilish good plan—it shows what one can do. I went straight on end, as fast as I could, to what was to be the end of my journey. This was Sicily; so straight away I went there at the devil's own rate, and never stopped anywhere by the way; changed horses at Rome and all those places, and landed in safety in—I forget exactly how long from the time of starting, but I have got it down to an odd minute. As for the places I left behind, I saw them all on my way back, except the Rhine, and I steamed down that in the night-time."

"I have traveled a good deal by night," said Theobald. "With a domestic and traveling lamp I think it is pleasant, and a good plan of getting on."

"And you can honestly say, I suppose," said Denbigh, "that you have slept successfully through as much fine country as any man living?"

"Oh, I did see the country—that is, all that was worth seeing. My courier knew all about that; and used to stop and wake me whenever we came to any thing remarkable. God! I have reason to remember it, too, for I caught an infernal bad cold one night when I turned out by lamplight to look at a waterfall. I never looked at another."

The above, by the by, we believe we have published before, but it is good enough to bear repetition.

Here is an extract in which the young and discerning female reader will discover much truth and excellent philosophy:

Next in preference to a *tele-a-tete*, is the seclusion of some snug corner in a crowded room, where, seated behind a thick phalanx of unobservant bystanders, and under the cover of the loud hum of conversation, the voice may be modulated to such a tone as shall just reach the ear for which it is intended, inaudible to every other. There is no awful silence to be broken by the dreadful tones of the speaker's own voice, or of the voice of one who perhaps already interests too deeply: there is no awful solitude for the timid to avoid. Everything tends to reassure and cheer; and perhaps there is no time when it is more easy to be confidential.

Let those who have nothing to say for themselves in company, or do not know how to say it when they have, read what follows and reform:

We are unwilling to regard conversation as an art, because such a supposition might imply that it is premeditated and artificial, and devoid of that ease, unaffectedness, sincerity, and natural flow of thought which form the principal charm of social intercourse. Yet it is in some respects an art, and its being so does not preclude the existence of these

letter requisites. A person's conversation may be easy, unaffected, unpremeditated, and sincere; and yet grace of expression, quickness of allusion, easy introduction of amusing and interesting circumstances, tact in the choice of tone and subjects, and skill in leading from barren topics to those more fruitful in entertainment—all these, which eminently constitute an agreeable converser, though in some degree the gift of nature, are also portions of a difficult and complicated art, capable of improvement by that practice which the commerce of society affords.

It is perceptible that persons do improve this gift by frequent communion with their fellows, and lose much of it in seclusion. Even talent and information, which, when joined with a desire to please, may be regarded among the primary ingredients of social agreeableness, avail little without habitual intercourse with society. The person of feeble mind and small knowledge, whose conversational weapons have been polished and exercised, will use his puny instrument with more effect than the intellectual giant with his ponderous panoply of rusted arms. A little information goes a great way, when adroitly dispensed by a person "of the world." It is like a little gold in the hands of a boaster, who prepares it to be spread over a large extent of shining surface; while the unpractised sage, clumsily drops his heavy ingot among the crowd, and leaves it unvalued, to be trodden under foot, till a chance inquirer shall detect its worth.

By "conversation," is to be understood, not haranguing, nor arguing—not talking for effect or for victory, or for the settlement of important questions, or purely for the sake of affording information, but talking as a means of social pleasure. This art of conversation seems quite distinct from others, with which one should suppose it most intimately allied. What more essential for conversational success than imagination and facility of expression? Yet the poet has it not necessarily, nor the orator. Anything, however good, that anybody may have written or spoken, is no more a security for his colloquial talents than for his personal good looks.

And what shall we say is the most agreeable style of conversation? That which combines anecdote with discussion, each springing naturally from the other, the former suggested by the latter, which it illustrates, animates, and promotes; that which mingles sincerity with irony; is serious or sportive as the subject demands; which not only conveys much, but elicits much from others; which, even when it leads, seems to follow the lead of those addressed, as though it owed its happiest observations to their suggestion; which in argument is sometimes playful, and always courteous, and under covert of attack, communicates a tacit compliment; that which, except when humorous, never sinks into careless inelegance, nor is ever so ornate as to cease to be natural; which never subsides into a seriousness, or rises into a gaily uncongenial, with the feelings of others, remembering that it is not so much the individual excellence of that which is said, as its fitness to circumstances, and to the persons addressed, that constitutes the principal charm of conversation.

We close this notice of Arlington with an extract describing a graceful and healthful sport, which we have often wondered that some of our fashionable have not thought worth while to bring into vogue here—Archery.

The day of the *fete* arrived; and a lovely summer's day it was: and Glentworth put forth all its beauty. Whoever has seen a well-arranged archery *fete*, amid pretty scenery, and on a fine day, will allow that it is a very agreeable, animating, and beautiful sight; and those who have not will perhaps vouchsafe to listen to a short description of the arrangements of that which was given at Glentworth.

On a large, smooth, velvety lawn, carpeted with turf, such as only our temperate English climate and assiduous care can produce, were placed six butts, or stands, composed of soil and turf, and fashioned like small portals, three on a side, at the distance of about 30 yards from each other, and a little more than sixty yards from the three butts that were similarly disposed immediately opposite. On these butts were fixed the targets, painted with their usual five circles. On the other two sides of this open square were tents for the accommodation of the visitors; and as these stood forth bright and gay, their brilliant whiteness heightened by the sunshine, and clusters of evergreens, deep, rich and glossy, appearing between, and the light graceful foliage of the *spacia* waving above them, and the soft green of the



teal tree, and the loftier waving beech, and the sweet-scented lime, the ilex, and the chestnut—the combination of form and color was such, as none endowed with any taste would hesitate to pronounce beautiful.

But we have exhibited only the inanimate part of our picture: it must now be completed by the introduction of figures. Let these be of either sex, and let many of them be young, graceful and handsome; and let the majority of the ladies wear one costume, green, with white waving feathers; and the "cavaliers" shall wear an uniform of green also; and let them have bows in their hands, and arrows, and tassels and arrows in their belts—and let them wear distinctive colors in their breasts, and on their bows, and let them be divided into three parties, according to the colors on their breasts, to contend for victory at the three contiguous butts: and at a prudent distance, at the side of each opposite butt, at which the archers and archresses are about to shoot, is stationed a little page, fancifully attired, with a small colored flag in his hand, which he waves in token of the various success of each arrow: and when all have shot their round (an end or half end in the scientific expression) a band plays, and they walk across to the opposite butts, to the sound of music: the whole scene is full of motion—the white plumes dance lightly and sparklingly in the sun—eye and ear are occupied at once—and the spectacle is replete with beauty, gaiety and animation.

"What do you think of archeries, considered as society?" will ask some thorough-paced chaperon, who can never look upon any fête as independent of an object.

"Oh, everything must be good," says some one, "that brings young people together."

"Exactly so; and it is very interesting to be engaged in the same pursuit, and to wear uniforms as bonds of union, and such becoming ones! and then archery has the advantage of furnishing such a prodigious variety of small-talk to those who have nothing else to say. There is no part of the accoutrements that won't afford a subject for a little gentle question and answer."

"Yours, I see, is a self-bow; what is the number?"

"Twenty-eight."

"Ah! strong for a lady."

"Yes, but I sometimes shoot with a stronger."

"Are your arrows 2-6?"

"No, 2-9; I always shoot with 2-9 at 60 yards."

"I prefer a strong bow, and rather heavy arrows—I do not like to elevate much—let me alter your arm guard—it has slipped, and the string will hurt you."

"One of your tips is coming off. Do you shoot with two or three fingers?"

"Two; the middle and third."

"I shoot with two, but they are the first and middle. How many double-ends have we shot?"

"Seven and a half, and I have got a red, four inner whites, three blacks, and five outer whites."

"I have been very unlucky; so many of my arrows have been just cushioned. Ah! there is the bugle sounding for another gold at the pink target. They get more than we do; I am afraid. It is your turn to go in next."

"Let it be requested that those who are initiated in the mysteries of archery will kindly condescend to explain the difficulties of the preceding dialogue to the uninitiated who do not comprehend them; and let those who are not so fortunate as to meet with an interpreter give it the advantage common to other mysteries, and reverence it the more for its sublime abstruseness."

The *ANTIQUARIAN* is the title of a little periodical which has been lying upon our desk for some time, and which, for aught we know, may have ere this terminated its newspaper existence. It appears to contain a good deal of matter that one would like to bind up with pamphlets for occasional reference.

We extract the following Revolutionary story, which, though the editor of "The Antiquarian" has not thought it worth while to mention, is here given in the precise words of General Lee, as detailed in his *Memoirs of the Southern Campaigns*:

CHAMPE.—Among all the actors in the drama of the Revolution, none have been so little known, or so little rewarded, as this brave soldier. He is dead!

While those who saw in quiet their country's sufferings, have a gilded monument to point out where lie their ignoble remains, this brave soldier of the Revolution has not a single stone to commemorate his deeds, or point to posterity his grave. In a few years the name of Champe, with some other actors in "that time which tried men's souls," will have

been forgotten. John Champe, at the time of the desertion of Arnold, was a sergeant-major in the corps known as Lee's Legion. With Gen. Washington it became an object to secure Arnold that he might save the life of Andre. Having matured the plan, Washington sent to Major Lee to repair to headquarters at Tappan, on the Hudson. "I have sent for you," said he, "in the expectation that you have some one in your corps who is willing to undertake a delicate and hazardous project. Whoever comes forward will confer great obligations upon me personally, and in behalf of the United States. I will reward him amply. No time is to be lost; he must proceed, if possible, to-night. I intend to seize Arnold, and save Andre."

Major Lee named Champe, whom he represented as a native of Virginia, a man full of bone and muscle, with a countenance brave, thoughtful, and taciturn; and tried courage, and inflexible perseverance.

Champe was sent for by Major Lee, and the plan proposed. This was for him to desert, to escape to New York, to appear friendly to the enemy, to watch Arnold, and upon some fit opportunity, with the assistance of some one whom Champe could trust, to seize him, and conduct him to an appointed place on the river, where boats should be in readiness to bear them away.

Champe listened to the plan attentively, but with the spirit of a man of honor and integrity, replied "that it was not danger nor difficulty that deterred him from immediately accepting the proposal, but the ignominy of desertion, and the hypocrisy of enlisting with the enemy."

To these objections Lee replied, that although he would appear to desert, yet as he obeyed the call of the Commander in Chief, his departure could not be considered criminal; and that if he suffered in reputation for a time, the matter would one day be explained to his credit. As to the second objection, it was urged, that to bring such a man as Arnold to justice, loaded with guilt as he was, and to save Andre, so young, so accomplished, so beloved, and to achieve so much good in the cause of his country, was more than sufficient to balance a wrong, existing only in appearance.

The objections of Champe were at length surmounted, and he accepted the service. It was now eleven o'clock at night. With his instructions in his pockets, the sergeant returned to camp; and taking his cloak, valise, and orderly book, drew his horse from the picket, and then mounted, putting himself upon fortune.

Scarcely had half an hour elapsed before Captain Carnes, the officer of the day, waited upon Lee, who was vainly attempting to sleep, and informed him that one of the patrol had fallen in with a dragoon, who, being challenged, put spurs to his horse and escaped. Lee, hoping to conceal the flight of Champe, or at least to delay pursuit, complained of fatigue, and told the captain that the patrol had probably mistaken a countryman for a dragoon. Carnes, however, was not thus to be quieted; and he withdrew to assemble his corps. On examination, it was found that Champe was absent. The captain now returned, and acquainted Lee with the discovery, adding that he had detached a party in pursuit of the deserter, and begged the major's written orders.

After making as much delay as practicable, with out exciting suspicion, Lee delivers his orders, in which he directed the party to take Champe if possible. "Bring him alive," said he, "that he may suffer in the presence of the army; but kill him if he resists, or if he escapes after being taken."

A shower of rain fell soon after Champe's departure, which enabled the pursuing dragoons to take the trail of his horse, his shoes, in common with those of the horses of the army, being made in a peculiar form, and each having a private mark, which was to be seen in the path.

Some miles above Bergen, a village three miles north of New York, on the opposite side of the Hudson, on ascending a hill, Champe was descried; not more than half a mile distant. Fortunately he noticed his pursuers at the same moment, and conjecturing their object, put spurs to his horse, with the hope of escape.

By taking a different road, Champe was for a time lost sight of; but upon approaching the river he was again descried. Aware of his danger, he now lashed his valise containing his clothes and orderly book, to his shoulders, and prepared himself to plunge into the river if necessary.

Swift was his flight, and swift the pursuit. The pursuing party were within a hundred yards when Champe threw himself from his horse, and plunged

into the river, calling aloud upon some British galley at no great distance, for help. A boat was instantly despatched to the sergeant's assistance, and a fire commenced upon the pursuers. Champe was taken on board, and soon after carried to New York, with a letter from the captain, stating the past scene, all of which he had witnessed.

The pursuers having recovered the sergeant's horse and cloak, returned to camp, where they arrived about eight o'clock the next day. On their appearance, with the well-known horse, the soldiers made the air resound with acclamations, that the scoundrel was killed. The agony of Lee, for a moment, was past description, but the faithful, honorable, intrepid Champe had fallen! But the truth soon relieved his fears, and he repaired to Washington to impart to him thus far the success of his plan. After Champe's arrival in New York, he was taken to a secret region, composed principally of American deserters. Champe discovered it was Arnold's custom to return home about twelve o'clock every night; and that previously to going to bed, he visited the garden. During this visit, the conspirators whom Champe had associated with him, were to seize him, and, being prepared with a gag, they were to apply the same instantly.

Adjoining the house in which Arnold resided, and in which it was designed to seize and gag him, Champe had taken off several of the palings and replaced them, so that with ease, and without noise, he could readily open his way to the adjoining alley. After he was secured, Champe and his friend intended to place themselves each under Arnold's shoulder, and thus bear him through the most unfrequented streets to the boat in waiting, representing him, in case of being questioned, as a drunken soldier, whom they were conveying to the guard-house.

The day arrived, and Lee, with a party of accoutred horses, (one for Arnold, one for the sergeant, and one for his associate,) left the camp, never doubting of success. But Champe did not arrive. In a few days Lee received an anonymous letter from Champe, informing him that on the day preceding the night fixed for the execution of the plot, Arnold had removed his quarters to another part of the town.

Champe was not able to escape from the British army, until after the junction of the army of Lord Cornwallis at Petersburg, when he deserted and returned to the Americans. We shall only add, respecting the after-life of this interesting adventurer, that when Gen. Washington was called by President Adams, in 1793, to the command of the army prepared to defend the country from French hostility, he sent to Lieut. Col. Lee, to inquire for Champe, being determined to bring him into the field at the head of a company of infantry. Lee inquired, but found the gallant soldier, after leaving the army, had died in Kentucky.

THE ART OF BEING HAPPY: from the French of DROZ: with Notes and Comments, by T. FLINT.

Is it then an art? Can we be happy by rule? Can we learn to regard the thews and sinews of this bodily frame, our appetites, our passions, and affections, as but the tools wherewith, when properly instructed, we may raise the edifice of happiness? Peruse this singular book, and judge for yourself, reader. The theoretical discussion of the pursuit of happiness is, as the editor of this work justly observes, too often pronounced of all visionary investigations the most profitless and absurd. Shallow and bigoted people, who hug themselves with the idea of seeing, feeling, and judging as did their fathers,—good men that they were—in ages before them, are unwilling that the world grows either wiser or better as it grows older. They sneer at the efficacy of the lights of philosophy in ameliorating the condition of man, and allege, that the search after happiness must now be as fruitless as in ages when reason was subjected to brute force, and society, in comparison with its present condition, a chaos.

I, on the contrary, (says our author) think entirely with the French philosopher, whose precepts you are about to read, that this general persuasion is palpably false and fatal; that much suffering may be avoided, and much enjoyment obtained by following rules, and pursuing happiness by system; that I have had the fortune to meet with numbers, who were visible proofs that men may learn how to be happy. I am confident that the far greater portion of human



suffering is of our own procuring, the result of ignorance and mistaken views, and that it is a superfluous and unnecessary mixture of bitterness in the cup of human life. I firmly believe that the greater number of deaths, instead of being the result of specific diseases, to which they are attributed, are really caused by a series of imperceptible malign influences, springing from corroding cares, griefs, and disappointments. To say, that more than half of the human race die of sorrow, and a broken heart, or in some way fall victims to their passions, may seem like advancing a revolting doctrine; but it is nevertheless, in my mind, a simple truth.

Here we would gladly give the rest of the quotation and continue our remarks on the volume; but we must cut them and our review short together, and resume at another opportunity.

"DAILY STRANGER'S LIST."—A very useful paper under this title has been laid upon our table. It gives daily the names of every individual who arrives at the respectable Hotels in town, with a list of the various packages, steamboats, and stages, and their respective times of leaving the city. To these are added the advertisements of the Baths, places of public amusement, &c. It is published by M. Schiphe & Co., 100 William street, at \$2.50 for six months.

NORRIS versus TROLLOPE.—The Hon. Mrs. Norton, whose name as that of a sweet, pious and accomplished woman is familiar to our readers, has recently become the editress of the London Court Magazine and Belle Assemblée. One of her first feats upon this new field of action has been to demolish Mrs. Trollope's book, which, as may be seen by the following extract from the article,—without the slightest departure from female dignity, is done in a very effectual manner:

"From this superciliousness at the qualities and accomplishments and behavior of others, one might be led to expect an extravagant degree of refinement in Mrs. T.; but of this she certainly makes no display in her writings, which are the only things belonging to her that we have the right or the inclination to treat of. Her manner of telling stories is frequently indelicate, and she more than once treats of subjects unbecoming her sex. Were it for this alone, in a work like ours, mainly intended for female perusal, we should find ourselves in duty bound to express our disapprobation. But we have a still higher aim. We would do what in us lies to prevent the exacerbation or renewal of those national animosities which have unfortunately existed between us and our trans-Atlantic brethren; we would render justice to the country which has produced Washington Irving, and Cooper, and William Cullen Bryant, and some of the most noble and kind hearted men, and lovely and accomplished women, that we have had the fortune to be acquainted with; and we would exert ourselves with what we cannot doubt is a laudable spirit, to repress the uncharitableness of prejudice and disappointment.

"One of Mrs. Trollope's faults is, to describe as peculiar to America, what is common to England and other countries. We can assure her she need not have crossed the Atlantic to discover raving preachers, and fanatic or insane auditors;—she will not find a town, she will scarcely find a village, if she will give herself the trouble to look, in England, without these."

Will not the refutation of vulgar absurdities from such a source, carry conviction to the doggedly prejudiced Englishman? Not a whit of it! We have at this moment before us a very excellent novel, which we shall notice to-morrow, written by a man of sense and fashion, well versed apparently in human nature, and with a mind stored with all those acquirements which are supposed to liberalize while they enlighten the soul. Yet the author of "Granby," in his new novel of "Arlington," has had the miserable taste to lug into the scene one of Mrs. Trollope's vile non-descripts as a specimen of an American gentleman. If Mr. Lester wanted only a knave, and an American one, we can assure him there was no necessity for throwing in so much of the brute; for though we cannot boast of so many genteel rascals in proportion to our population as England can, yet a well-bred scoundrel is by no means a rarity, even

here. They have excellent patterns in the British impostors, who, like "the Hon. Dorville Mortimer," of Albany memory, are always more or less roving the country. For the rest, we may safely assert that the counterfeit gentleman of the accomplished novelist could hardly pass current here, whatever were his pretensions to property; though it is these alone which obtain him admission into the circles which Mr. Lester professes to describe.

WASHINGTON IRVING.—Seventeen years of foreign travel has not yet cured our distinguished countryman of a penchant to which he pleads guilty in the introduction to the Sketch Book, for peering into every nook and corner of the world. After rambling over the northern and eastern part of the Union, and seeing more of the country in the short time which has elapsed since his return than do the majority of people in the course of their lives, he has now left the track of civilization, and joining a North-western party, gone off among the Lake Superior Indians. What may not be expected from such a tour and such a traveller! Through the beautiful vales of Connecticut, along the rocky ridges of New Hampshire, over the rich plains of western New York, the prairies of Michigan, and now in the forests of "the far West," what renewed vigor and freshness will it give to a pen always delicate and flexible! The European world has long since complimented the deep rooted patriotism of the author of the Life of Columbus, by asserting that, when he took his theme from his country, his literary efforts were always happiest: as if the sketches which illustrated her scenery or manners were "a labor of love" to him. May we not then, now that he has renewed the associations of his youth, and added new and kindling ones to his prime, look forward with delight to many a literary treat yet to come. "The foot of Macgregor once more on his native heath," he will move with a freer and a firmer tread; and his spirits, braced by his native air, wanton in many a gamesome humor.

Indian life is by no means altogether new to Mr. Irving; for when a youth of eighteen he once among the tribe at St. Regis, went through the impressive rite of an Indian christening. His literary character which was a safe passport to him through every country of Europe, in times however dangerous, will hardly be a protection in the wild land where he is now roving. Gentle Geoffrey: may thy Iroquois baptism avail thee, if in peril, from the tomahawk of the ferocious Winnebago! May the soul of thy chivalric Peter Stuyvesant, watch over thee in thy daring enterprise, and the ghosts of his doughty warriors hover near to succor thee in peril! But Blackhawk himself, infuriate as he is, must refrain his hand when thy guardian genius, the spirit of the departed Diedrick, shall whisper to him in his dreams, that his brightest hope of immortality hangs upon thy present safety!

COLONEL TRUMBULL'S REVOLUTIONARY PAINTINGS, which have been for sometime exhibiting in the Academy of Arts, are now about to be removed to their final situation at New Haven. We cannot too strongly recommend and enjoin upon each person who has not yet seen these most interesting pictures to avail themselves of the present opportunity. The portraits of the most striking characters of the heroic days of America are here given by the hand of their associate as he beheld them upon those varied scenes of their glory, which his pencil has transferred to the canvass. We would go far to see a picture of the battle of Bannockburn, or the fight at Hastings, where the features of Bruce or of Harold were traced by one who had fought at their side; will we, then, allow these representations of passages in our own history, upon which the fate of a continent was at times suspended

with all the collateral claims they have upon our interest, to pass unseen from among us?

#### SUMMARY.

DEATH OF SENATOR MAYNARD.—It is with sincere regret we announce the death of the Hon WILLIAM HALE MAYNARD, member of the New York Senate from Oneida County. Having come to this city two or three weeks since, to attend a convention of that body sitting as a Court of Errors, he was attacked with cholera soon after his arrival, to which a consecutive fever succeeded, and on Saturday terminated his life. He was interred on Sunday morning, from the residence of Henry Dana Ward, Esq. Park Place.

General Wool, Inspector-General of the United States Army, who, we believe, has been sent to France upon a public mission, has been most kindly received by the French Government. The King showed him marked attention, at the late grand review of the National Guards and troops of the line in Paris, where upwards of 70,000 men, and 100 pieces of artillery were manoeuvred, and was more brilliant than the preceding anniversary review in commemoration of the Revolution of July. The General was one of the King's suite on the occasion, and frequently dined with him.

Among the arrivals in the Pacific last Tuesday was the gifted Fanny Kemble with her father.

New York University.—The New York University, it is announced, will open its course of instruction on the 13th of October. The following are published as the arrangements of the Institution:—The Professorships are as follows:—A Professorship of Mathematics and of Astronomy. Of Natural Philosophy and Civil Engineering. Of Chemistry, Mineralogy and Botany. Of Evidence of Revealed Religion. Of the Literature and Antiquities of the Sacred Scriptures. Of Moral and Intellectual Philosophy, and of Belles Lettres. Of Political Economy. Of Sculpture and Painting. Of Oriental Languages and Literature. Of the French Language and Literature. Of the German do. Of the Spanish do.

To these are to be added the following Public Lectureships:—On History. On Moral Philosophy. On the Biographies of Literary and Scientific Men. On the History of Commerce. On the History of Representative Governments. On Sacred Antiquities.

Among those who will fill the chairs as Professors, are Prof. Vethake, of Princeton; Prof. Douglas, formerly of West Point; Dr. Torrey, of this city; and the Rev. Mr. Robertson, now of Andover University.

Shooting Match and Gander Pulling.—There will be a Shooting Match and Gander Pulling at the house of Travis George, on Thursday next, the 26th instant.

On reading the above in a Mobile paper,—what the d—l is a "gander pulling," thought we! The difficulty was soon nullified by the following explanation of a bystander. It means that an old gander is tied on the top of a post, with his head pushed until it is made as slippery as an eel. Those who compete for the prize, ride at full speed, making, on passing, a grab at the said head; whereupon said gander, if he has the sense of a goose, dodges, like some politicians at the calling of the yeas and nays. It is well calculated to exhibit the dexterity of the equestrian. He must be careful in stooping to "clutch" the gander's head, that he "sees before" him, not to stoop past recovery, as some men do, from the line of principle, in search of office. Should he seize the goose's knowledge box, has he strength of grip to hold on, or of arm to tear off the poor goose's head, or will he let go? At all events this is gander pulling, of which it may at least be affirmed, that though it may be fun for Mr. Travis George, by George it can be no fun for the gander!—Wonder if Mrs. Trollope was present at one of Mr. George's powder pullings!—[Puff Register.]

Editorial Duel.—On a letter from Greenville is endorsed by the Post Master, that a duel had been that day, the 16th, fought between Messrs. Perry of the Mountaineer, and Bynum, of the Sentinel. Perry was shot through the breast of the coat but not hurt. Bynum was shot in the hip, but not considered dangerously wounded.—[Charleston Evening Post.]



**INDIANA ELECTION.**—The election in Indiana has resulted in a victory to the National Republicans. The last received Wabash Courier gives returns from all the counties but four. The result is as follows:

National Republican Senators 22  
do. Representatives 36  
Jackson Senators 8  
do. Representatives 34

Majority for Clay 16

**Appointments by the President.**

Samuel W. Dickson, to be Marshal of the U. S. for the District of Mississippi, in place of Anthony Campbell, removed.

Daniel W. Smith, of Connecticut, to be Consul at Matamoros, for the port of Matamoros on the Rio Grande, in Mexico.

John Leonard, of New Jersey, formerly Consul of the U. S. for the port of St. Jago de Cuba, vice Thos. Backus, deceased.

**NAVAL.**—The last monthly Bulletin from the Navy Department, gives the following particulars respecting the distribution of ships at sea:

**Mediterranean.**—Frigates Brandywine, U. States Constellation; sloops John Adams, Boston, Concord.  
**West Indies.**—Schooners Shark and Grampus—northern vessels to remain till after the hurricane months.

**Brazil.**—Sloops Warren, Lexington, Peacock; schooners Enterprise and Boxer.

**Pacific.**—Frigate Potomac; sloop Falmouth, and schooner Dolphin.

Frigates Brandywine, Com. Biddle, at Mahon, 25th June.

Frigate Constellation, Capt. Read, arrived at Lisbon 5th June, to sail 16th or 17th, to join Com. Biddle. Spoken near Cape de Gatz, on her passage, about 28th June.

Sloop Boston, Capt. Storer, was at Lisbon on the 5th June—still there the 15th—afterwards visited Madeira and left 5th July.

Sloop John Adams, Capt. Voorhes, returned to Mahon 22d June, from Tripoli, where she landed the American Consul. Arrived at Madeira the 7th and there on 17th July. From thence to return to Mahon.

Sloop Concord, Capt. Perry, arrived at Mahon 24th June.

Schr. Shark, Lieut. Boerum, sailed from Havana 22d July on a cruise—she and the schr. Grampus were to be at Pensacola 1st September.

Sloop Peacock, Capt. Goisinger, arrived at Monte Video 2d June—there the 14th, and to sail in a few days after for the East Indies. Reported to have sailed on the 19th June.

Sloop Warren, Capt. Cooper, and Schr. Enterprise, Lieut. Downing, were at Buenos Ayres 27th June.

Sloop Lexington, Capt. Duncan, arrived at Rio the 17th June, from the River La Plate on the 8th—still at Rio the 13th July.

Frigate Potomac, Com. Downes, was at Batavia 29th of March, on his way to the Pacific.

Sloop Falmouth, Capt. Gregory, called on the 1st May—all well.

Schr. Dolphin, Lieut. Long, returned to Callao 3d April—all well. Sailed again the 5th, on a cruise upon the leeward coast.

The Court of Sessions commenced its September Term on Monday last. The legal number of Grand Jurors not appearing. The Court adjourned till yesterday, when the following persons were sworn as members of the Grand Inquest, viz:

Ira B. Wheeler, Foreman; Robert Waterhouse, William Smith, Joseph Tucker, George Fickett, Sylvanus Bodell, Jr. Peter L. Vandervoort, Charles Sexton, William B. Lewis, Stephen Conover, Samuel Kip, Jr., William Duff, Thomas Affleck, Robert Adams, Andrew Bowden, Isaac Ballard, Loring Andrews. There are 36 cases in Bridewell.

**CINCINNATI, Aug. 23.**—**Accidents.**—A man was killed on Monday last, at the foundry of Messrs. Pierce, Harkness & Co. by the falling upon him of a large mass of iron, which was forging for a shaft.

The same day a man was killed at the new building erecting by Mr. Powell, near Deer Creek Bridge.

The young man who was violently assaulted and beat eight days ago, by a yellow barber, who was committed for the assault, died yesterday, and the barber was fully committed for murder.

**SAVANNAH, Aug. 21.**—We understand that the four negroes in confinement at Lexington, charged with aiding and abetting the horrid outrage perpetrated by the man Hemby about a month since, were tried

last week and found guilty, and two of them have been sentenced to receive 75 lashes, be branded and sent out of the state; the other two to be hanged on 1st September. Hemby, the white man, will be tried in October. Applying, the sufferer, is recovering.

The Troy Budget says:—A few of the good people of our city have recently been duped by an impostor who called his name William Hart. He pretended to be an English Lieutenant, enjoying half pay, &c. and to have been very eminent as a writer for certain leading political journals in London.

Professing to some people to be an Episcopalian Clergyman, we are informed that upon invitation he delivered a lecture one week-day evening, in St. John's church in this city. Having wormed himself into the confidence of several unsuspecting individuals, he borrowed \$25 to go to New York to get his semi-annual payment and departed; since which he has not been heard from. Now he is gone, sundry sufferers in his behalf have appeared; such as tailors, hatters, wine dealers, &c.

He is about 5 feet 7 inches high, stout built, and of a dark complexion, and had with him a little girl five or six years old, which he called his daughter.

**MONTREAL, Aug. 25.**—We regret to learn by a letter from Colborne that a melancholy accident took place there on the 19th inst. Mr. R. Leach, who resided in Montreal a few years ago, and is well known here as a respectable instructor of youth, was killed on the evening of that day, (Sunday), by a wagon of Mrs. Spilsbury's running over him, while in the act of passing another wagon, as they were returning from meeting. Mr. Leach only survived twenty minutes after the accident happened. An inquest was held on the following day, and a verdict of manslaughter having been returned against Mrs. Spilsbury's driver, he was committed to jail to await his trial. Mr. L. was a native of Ireland, and formerly a teacher at Dungannon College.

**Fatal Accident.**—On the 22d ult. a workman in J. Danforth's iron works, at Windsor, Locks, Conn., named Orrin Parsons, lost his life in the following sudden and melancholy manner. He had been employed at one of the grind-stones, when, having occasion to leave for a short time, he imprudently, and contrary to the usual practice, left the stone going at full speed. On his return it had acquired such velocity as to cause it to fly to pieces, one of which weighing about 200 weight, struck the unfortunate man on the side of the head, and instantly deprived him of life—taking off a great part of the skull, and mangle his head in a frightful manner. He was 39 years of age, and has left a wife and five children.

Killed by lightning on the 7th inst. eight head of cattle, the property of Mr. Leman Stone of New Milford. When found they were all lying in a direct line, the first being about six rods from the farthest, and the others filling up the intermediate space equidistant from each other. One of them was shockingly mangled, but on the rest scarce any mark was visible. They were near a tree, which it seems, the electric fluid first descended.

The Lancaster, Pa. Herald says: On Wednesday last the wife of Mr. John Rank, of Elizabeth township, in this county, and a young woman in company with her, were killed by lightning on their return home from a store in the neighborhood. A wool carding factory at Shivers' Mills, Warren county, Ga., has been established by Messrs. Lowe & Shivers. They charge 10 cents per pound for plain carding; 6 1/4 cents for breaking for hatters, and 12 1/2 cents per pound for mixing, receiving either wool or money in payment. Wool in carded rolls is kept for sale at 50 cents per pound. (Macon (Geo.) Messenger.)

The Quebec Gazette of the 27th ult. says "in many places round that city the wheat crop was extremely injured, the grain eaten out by small yellow worms or maggots, to an extent our informant never before witnessed."

**ALBANY, August 29.**—A coroner's inquest was held at the house of Harriet S. Boyd, in the town of Bethlehem, on the 27th August, inst. by G. Lansing, jr. on the body of a man, a stranger, found lying in the woods. The verdict of the jury was, that "the stranger, to the jury unknown, came to his death by the visitation of God, about the latter end of February, or the first of March last."

**Surgical Operation.**—On Saturday last an operation on bony substance, was taken from the upper jaw of a horse, which is said to have originated from a tooth. The tumor after it was removed, weighed three pounds, and had been two years on the jaw when the operation was performed. Gentlemen having a desire to see the horse and the ossification, can

be gratified by calling on Doctor Cook, No. 14 Front street. The operation, together with the stopping of the blood, was performed by Dr. Cook in about 8 minutes. (Phil. U. S. Gaz.)

The Life Insurance Company in this city, (says the Baltimore American) has issued more policies during the present month than in any three months since its operations commenced. This augurs well; and we hope that the great advantages held out by this humane institution will not be passed by, when a few dollars (even at this critical time) may secure an independence to the families of persons of limited means, who are, in common with the whole community, now passing in review, with fearful forebodings, before the King of Terrors.

**Indian Murder.**—The Jacksonville (Ill.) Patriot Extra of Aug. 18, contains the following from a correspondent in McDonough county:

On Thursday the 9th inst. about 5 o'clock P. M. a band of savages, six or more in number, came within two or three hundred yards of the black house on Cedar Creek bottom, nearly two miles north of this place, and most barbarously shot, tomahawked and scalped Mr. William Martin while mowing. A number of persons heard their guns, and saw the smoke—and three of the barbarians ran to where the young man fell. Three balls entered his body. Notice was given to Capt. Butler's company of Maj. Bogart's battalion, stationed at the Lower Yellow Banks, and Lieut. McCaffon immediately started in pursuit of the wretches, who had fled precipitately, leaving a loaded gun, two pairs of leggings, &c. behind them, and it is feared they have made their escape across the Mississippi river. This is late on the 11th—I have just heard that the Rangers killed the enemy to Edwards river, and returned to the Yellow Banks. Yours, DANIEL McNEIL, Jr.

**Horrible Scene.**—A scene was exhibited near Butler's Falls, on the Delaware, a few days since, the bare recital of which is enough to freeze the blood of the listener. A gentleman from that quarter gives the following particulars. We do not vouch for their correctness.

A workman on the Canal (we did not learn his name) loaded his gun towards night, as he said, to shoot intruders upon the lock, and left it standing in a corner of his house. His wife, fearful of the consequences, during his temporary absence from home, removed the flint, and left the piece in the same situation. The husband, on his return late in the night, ordered his wife to bed, in company with a small boy; where she had lain but a short time, when he came into the room, and pointing the gun directly at her, snapped it, with the intention of lodging the contents in her body. The piece of course, missed fire. Discovering that the flint was removed, he seized a lighted candle, and holding it to the pan, succeeded in discharging it, but from the awkwardness of his position being unable to take aim, the charge missed the intended victim. The woman and boy then fled in opposite directions. The monster, folded in the pursuit of his wife, pursued the boy, and overtook him on one of the locks of the Canal. A slight scuffle ensued, when suddenly losing his hold of the lad, he fell over into the lock, and was instantly killed by the fall. (Orange Co. Patriot.)

**Latest Cholera Reports.**

Place	Days	Deaths	Whites	Blacks
Washington	2 days	26	41	13
Baltimore	2 days	20	41	39
Providence	3d	0	0	0
Salina	28th	0	0	0
Kingston	28th	0	0	0
Columbiaville	1st	0	0	0
Stuyvesant Landing	2	0	0	0
Athens, village	4	0	0	0
Athens, town	3	0	0	0
Newark	last week	6	0	0
Tranton	1 week	1	0	0
Patterson	1 do.	26	0	0
Albany	1st	2	0	0
Troy	28th	3	0	0
Rochester	30th	3	0	0
Buffalo	1 week	4	0	0
Norfolk	29th	0	0	0
Montreal	29th	3	0	0
Quebec	27th	8	0	0
New Haven	1 week	17	0	0

The Troy Board of Health has ceased making daily reports; but should circumstances require it, a report will be made every Saturday. There had been but 4 cases of cholera during the week ending the 2d instant, and they arose from eating green fruit.

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increasing misgovernment, with all the aid of the

Were St. Paul (says the London Morning Chronicle) to return to life and to pay a visit to Ireland, he would be extremely puzzled to understand how, in a Christian Church, a bishop should revel in the produce of 100,000 acres of fertile land, and the tithes of a number of churches, while the poor, to whom all the funds of the church were originally given, were perishing around him in the ditches for want of relief. Equally difficult has it ever been for the forlorn peasantry of that unhappy country to understand why all their miseries should spring from their maintenance of the Christian religion, or, rather, the support of the English Establishment. Three hundred years of unmitigated suffering and

Charles 10th, whose accession was hailed by unanimous transports, mourns in exile the misery of France; the daughter of Louis 16th has resumed by his side that part of Antigone which she so long performed towards Louis 18th; the Dauphin, who the returned triumphant from Cadix, now languishes like a prisoner in the castle of the Stuarts; that brilliant Princess whose *coutage* Paris well divined who animated our festivals and our arts, is now a fugitive, if death has not reached her, and rendered her son doubly an orphan; the ministers, the ambassadors, of that epoch, waste in retirement or in foreign seas the remainder of their life rendered useless to their country. . . . What has become of that self-named glorious opposition, which combatted with zeal the administration of seven years? Benjamin Constant died of grief the morrow of triumph; M. Porrier and Gen. Lamarque expired in opposite ranks, after having exhausted their life in a contest without result. M. Lafitte has lost his immense fortune; M. de Lafayette his popularity. All the reputations of France are obscured: all the *illusions* destroyed; all the hopes which the youths of that epoch entertained are blasted; all the positions taken are false. Those great pictures of the republic defending its territory against all Europe, and of La Vendée defending its faith against that republic which had conquered all Europe, are insulted in the language of the passions the epithets *brigand* and *terrorist* cover all that

THREE DAYS LATER FROM ENGLAND. The ship Orpheus, Capt. Cobb, from Liverpool, has brought intelligence from England to the evening of 24th July. From PORTUGAL, there was no further news direct.



when the O. sailed; but a London paper refers to a letter from an officer on board the Stag, who writes that Dom Pedro had been repulsed at Villa Nova with great loss. This, however, is positively contradicted by the Courier, which is confident that so far from this having been the case, that the Constitutional troops have advanced on the Coimbra road, and that a junction will have taken place with the division under Col. Henrique da Silva, which was destined to be landed in the river Mondego, and which we conclude to have been on board that portion of the fleet reported in a Madrid letter to have been seen steering north, off the coast of Carveira.

It is stated that private letters from Paris, coming from a quarter which has access to first rate information, say, that the Spanish Ambassador at Lisbon directs by order of his court all the measures of Don Miguel, whose ministers at the present moment are mere cyphers, they having explicitly to obey the orders of their master, and he himself being under the sole guidance of Spain.

It is also said that the British Government are determined to see fair play between the Brothers, the new English Envoy to Lisbon having despatched an Officer to the Spanish army on the frontiers, who is to report to him every movement made by that body of troops.

BELGIUM AND HOLLAND, so far as we can discover, are making about their usual progress in coming to an understanding, amicable or otherwise; though it is stated that, at Brussels, on the 20th, apprehensions of immediate hostilities were felt throughout the country. At Liege, and along the northern frontiers, expectation was on the alert among the troops, as well as the inhabitants. In Flanders, too, the dread of an immediate campaign is considerably heightened by the fact that, at this period, the rich harvest, now nearly ready for the sickle, may be lost, if the Dutch should in their hatred open the sluices and overflow the lands that are lower than the ocean. The loss to the Belgians would be tremendous, and the anxiety of the cultivators in those districts is proportionate. One letter from Brussels states that it was believed the King of Holland, in order to gain time, would propose to leave the settlement of all the disputed points to the arbitration of the United States. Antwerp, which Gen. Chassé, the commander of the citadel, recently threatened to burn, has for the present been relieved from her apprehensions. The London Conference, it is stated, have agreed upon certain new propositions for the settlement of the Belgian question. This scheme, which is to be embodied in a 67th protocol, by expressing the satisfaction of the Conference at the willingness exhibited by the King of Holland in his last proposition to come to an arrangement, they declare those propositions inadmissible, express their readiness to change some points in their project of a treaty for the dissolution of the union between Holland and Belgium. This alteration appears to be the appointment of commissioners by the two powers, to meet at Aix-la-Chapelle, to negotiate and conclude an arrangement in relation to the division of the national debt. On the subject of the navigation of the rivers which separate or traverse at the same time the Dutch and Belgian territory, the Conference however say, it is to be understood that the principles already laid down by them shall be definitively adopted.

GERMANY begins to open her eyes to the consequences of the late proceedings at Frankfurt; upon which, indeed, the British and Continental papers say enough to rouse them, if necessary. The Frankfurt Journal gives the following, dated Mannheim, July 11:—"The Sentinel du Rhin yesterday contained an article under the head of 'Germany,' which caused the immediate seizure of the publication. Amongst other matter, it said: 'We

may now consider as legitimate all means we may think proper to adopt for the recovery of our rights, without even excepting murder.' The writer of the article is a student named Kohler, who was arrested at Heidelberg, and brought in here to-day, escorted by a party of armed police."

At Vienna the decision of the Paris Court of Cassation, whereby the competency of the Courts Martial was denied, produced a powerful sensation. The funds fell considerably on the arrival of the news, as it was thought an unfavorable sign to see the highest Court of Justice in France in direct opposition with the proceedings of the Government.

MANHEIM, July 15, 1839.—The wish to unite the whole of Germany into one kingdom gains ground daily, and is the subject of discussion in the salon and the cafe. The people speak boldly, and declare that they are determined never to be satisfied until the great object is obtained. They pretend that at present they are the shuttle-cocks of Europe—their country the field of battle on which disputes, to which they are no parties, are decided—that they are at the will and mercy of their powerful neighbors—that they are bought and sold like slaves—that the brother can be called on to draw his sword against his brother, and that their nationality is destroyed. They complain also that, from the continued change in the duties of the different kingdoms and duchies, their commerce is fettered, and that the merchant hesitates to speculate, knowing that the tariff of to-day is not the tariff of to-morrow. All these complaints they contend, would be radically cured, supposing the whole of Germany was placed under the sceptre of one monarch.

It is also anticipated that the next protocol of the Diet will put the press under strict regulations. For this also the agitators are prepared, and arrangements are already made for printing German Newspapers in France. The press in Baden is free—possessing no censor, and amenable only to laws, mild and equitable in their construction. But then the application of those laws is despotic to an intolerable degree, and places the editor in a much worse position than if his articles had to pass the censor. The Government having the wish to crush any particular paper, orders the law officer to institute proceedings criminally against the editor. The delinquent is summoned to appear before the Magistrates, who are Judges appointed by the Duke, and removable at his pleasure; they are not sworn to distribute justice equitably, neither are they responsible to the Chamber for their acts. Their sittings are in secret, and inquisitorial. Having examined the culprit, and permitted him or his advocate to defend the article in question, the Judges retire, and at some future period the editor is again summoned and his sentence read over to him. It is easily to be believed, that a process once commenced, the unfortunate writer is invariably punished. The only friend the press possesses in Baden is M. V. Winter, the Minister of Justice; but unfortunately he has little power. M. V. Turheim, the Minister for Foreign Affairs, has the reins of Government in his hand. It is he who directs prosecutions, and by his influence the Judges are appointed.

Neither the Prussians nor Austrians are liked in the South of Germany. The former are not so much in disfavor as the latter, and great expectations are entertained that the Prussians, at some future period, will join in the grand political scheme. At present, Frederic William is beloved; he is the idol of his people: his character is mild, equitable, and open, and he rules the nation with the hand of a parent—he encourages commerce, and his subjects flourish. While this truly noble man lives, no change will take place in the political position of Prussia. But the instant he ceases to breathe, and the Crown Prince ascends the Throne, the flame will burst, the promised constitution will be demanded, and the South of Germany will obtain a powerful ally in the disaffected of the North. So much is Frederic William personally beloved in the South, that were he anxious to become Emperor of Germany (I do not include Austria) he is only to promise a liberal constitution, and the destruction of the manifold frontiers, and he would be received with open arms throughout the whole country.

I have heard, and that in a very credible manner, that in case of a general war the French army would be well received, and joined by the greater part of Germany—that is, the Germans would not enter the French service, but forming themselves into different corps, they would put themselves under the orders of a French commander; and they are as de-

termined that, as soon as their cause is triumphant, the French army must withdraw itself into its own territories—the Germans being firmly resolved to remain Germans, and to establish their nationality.

POLAND.—The reports of the English debate upon the fate of this country, has produced the liveliest effect upon the Continent. In Germany, especially, they show all that enthusiasm upon the subject, of which we may soon look for some manifestation. When treating of their own affairs, "people flock in crowds" says the Nuremberg Correspondent, "to the places where they can get a sight of the English papers, for our public journals scarcely intimate that any thing extraordinary has taken place in the House of Commons."

The Swabian Mercury gives the following under the date of Berlin, July 9:

"On the 28th ult. a great number of soldiers from the Russian army, who had fought in the ranks of the Poles, passed through Konigsburg under escort to the Prussian fortresses, where they are to be employed as laborers upon the public works. Were they delivered up to Russia, they would all be shot. Accounts from Poland state that there has been a contest at Ploch, between the Poles who were being taken into Russia and the troops that escorted them, when many were killed on both sides. The Government has in consequence decided upon making these transfers of Poles only in very small bodies. The orders from Russia as to the treatment of the Poles become daily more and more severe. Prince Zoba and Captain Koss still overrun the land of Bialowitz, and it is said that on the 20th of May they had still with them several thousand men, and even some cannon."

FRANCE.—PARIS, July 21.—The departmental journals, in every part of France, unanimously concur in stating, that never was the harvest more promising of abundance; and what is extraordinary is, that this abundance extends to every species of produce, such as fruit, vegetables, and roots, as well as various species of grain.

The Faculty of Medicine, on the recommendation of the Minister of the Interior, have purchased, for 2000 fr. the manuscripts of the late celebrated Doct. Bichat.

We learn from Christina, in Norway, that a committee of twelve members has been formed to collect donations for the relief of the Poles. At the head of this committee is Major General de Birch, Commissary-General of the Norwegian Army.

ENGLAND, June 21.—We understand that it has been strongly recommended to Government, as connected with the present investigation into the affairs of banking, to send one or more persons into the United States, to collect information relative to the American system of banking and currency. This is a step which might certainly be taken with advantage, and if the inquiry is to be carried ever—as it ought to be, if fair play is given to it—to the next session of Parliament, there will be abundant time for the purpose. The difficulties of this important subject are only to be mastered by bringing together all the information that can be obtained, and the United States present a very important field of inquiry.

The Anatomy Bill has passed the Upper House, after an obstinate resistance, and will in due time become a law. This Act will enable members of the Medical profession to obtain anatomical knowledge in future, without the aid of those caputative ruffians, the resurrection men; and will put an end to the still more horrible traffic of the Burks and the Bishops. The opposition which it has encountered is a disgrace to the spirit of the age.

From this sketch of foreign affairs, it would be easy enough, from the materials it affords, to append a mass of grave speculations upon European politics; but our readers, we apprehend, begin to tire of the views of journalists of matters with regard to which their information was never more questionable than now. Diplomacy, which has never been considered a very lucid or candid science, we conceive at the present moment to be carried to its utmost extent of mystification and duplicity. The intentions of the Courts of St. Petersburg, Vienna and Berlin, for whose development England and France are so patiently waiting, are still wrapped in the closest obscurity. The



despotic party in Europe know well that they are playing their last game, and, in the final stand which they meditate against liberalism, are bringing all their old and secret arts into play. Their first object is to amuse and blind their adversaries, for which the Belgian question would, and probably has served very well, and will for some time to come.

Their second object is to band together among themselves, to ascertain their own strength, and gradually feeling their way, push their intentions as far as they can without prematurely bringing down the opposite party upon them. Under this head comes the Frankfort convention, and the proceedings incident thereto. Their last object is by continual rumors and alarms to afford an excuse for their giving the utmost efficiency to their military establishments, and by marches and countermarches, orders and intimations of orders, keep their troops upon the alert, and enable them to set with energy and dispatch, be on the move at a moment's warning, and concentrate in an instant upon any point where a large force is desirable. The proper time of action they will then leave for the Liberalists to decide, or rather by gradually, under the resolutions of the Frankfort Convention, drawing tighter the bonds of despotism, leave their opponents at last no alternative but rising to break them at the worst advantage. For whenever the popular feeling first manifests itself, there the arm of Government will be prepared to crush, and should even a general rising take place in some district, a torrent of bayonets will be poured into it as rapidly, and we fear overwhelm it as readily, as the tides of the ocean when let through the broken dikes of the Hollander. In the meantime we place but little confidence in some of the speculations of a Mannheim letter writer, whom we have quoted above. Of the popular feeling he may indeed have rendered a true account, as every German of ordinary intelligence must feel that the only hope for his country is in union. But we see no reason for believing that Austria and Prussia are intriguing against each other, when each has the same enemy in its own bosom. The people may indeed have their mutual jealousies and territorial prejudices, but what have Messrs. Metternich & Co. to do with the people's feelings? The only hope of the aristocratic party is in mutual confidence and making common cause together—a conviction brought home to them in every newspaper paragraph which descants upon the progress of Free Opinion. They have enough to do in making head against the enemy without wasting their resources in sham-fight among themselves. Nor do they require further practice in the art of juggling. No! the grand outline of the drama now getting up in Europe, could be traced within a few months after the "trois jours" of Paris, while daily since it has grown more distinct. But the filling up is as dim and uncertain as ever. Of the principal characters we see much, of the machinery scarcely anything; and, to abandon metaphor, we are as likely to overrate the numerical force of one party as we are to undervalue the resources of the other. Upon the speculations of foreign journalists we place but little reliance;—they, like their cis-atlantic fraternity, can but reason upon facts, and their opinions are entitled to weight rather as coming from men of talent, than from persons well informed upon the subjects on which they profess to enlighten us. The letter writers are perhaps better authority, for they pick up a good deal of politics in the coffee-houses, and other places of public resort; but, being well paid by the French and English papers for these letters, they so puff up their facts and spin out their speculations, that there is but little body in them after all. But we have said enough to convince our readers that there is a veil thrown over the most important political movements in Europe, which

no editorial pen can penetrate. And if they doubt the truth of what we assert of newspaper comments upon continental affairs, they may observe when reading the news in either foreign or American journals, that where the fewest and blindest facts are given, there is always, to feed, that gormandizer, the public mind, we presume,—the richest stores of speculation heaped up to hide the poverty beneath.

**SEVEN DAYS LATER FROM EUROPE.**—By the packet ship Pacific, Captain Walter, arrived last night, we have received Liverpool papers to the 1st of August, with our London files to the 31st July, inclusive.

An important meeting is said to have taken place between the forces of Dom Pedro and Miguel. The accounts, however, which are under the dates of 20th and 25th July, are doubted by the London Times of the 31st. "In truth," says the Times, "although there has arrived a steamship, professing to bring intelligence from Oporto to the 24th inclusive, and as part of the news, an obstinate battle between the hostile armies in the neighborhood of Oporto, there is no proof of an occurrence so important beyond the verbal allegations of passengers by the above mentioned vessel. The account, unauthenticated as it is, affirms that the two divisions under Santa Martha, which had been ordered forward from the neighborhood of Lisbon, encountered the Queen's troops a little to the southward of Oporto, but that after an engagement which lasted from the forenoon to the evening, the Miguelites were totally routed with the loss of 2000 prisoners, besides killed and wounded, Dom Pedro returning to Oporto in triumph. If such a battle has been fought and such a victory gained, it seems doubtful whether Miguel's adherents will have stamina to risk another trial. It ought, however, to be recollected that if this narrative be true, the former one received through France, which left Dom Pedro in possession of Aveiro and Coimbra, must have been mystifications. At present it would be rash to conjecture on which side lies the truth, but the want of materials for a more decided judgment will doubtless be supplied in a day or two. The Miguelite statements of desertions among the Queen's troops, are certainly not entitled to credit.

Among the extracts from German papers, quoted in London journals received by this arrival, is an important article under the head of "Frankfort," from which it appears that the Federal Diet has crowned its series of despotic acts by a decree against the Baden Law of the Press. "After what has already been done by the Frankfort conclave, this proceeding," says the Times, "will surprise no one; but if that body, or rather its masters, Austria and Prussia, pretending to act in its name, should be allowed to enforce so arbitrary a measure, the circumstance will not only be surprising, but humiliating to France and England, who ought to protect the weaker constitutional States of Europe. There can be no grosser violation of the independence of a nation than to say that a law freely passed by its Legislature, and adopted by its Government, shall be abrogated at the pleasure of an assembly which usurps an authority never conceded, nor intended to be conceded, by the members of the Confederacy. It is expected that none of the German Princes will co-operate with their Chambers or Estates in opposing the Diet. This is too probable; but is the Prince the only party to be consulted when the constitution of a country is proposed to be destroyed?"

It is mentioned that the answer of the King of Holland to the last propositions of the Conference of London was despatched by a courier to London; but no account is given of its contents, further than that it is supposed to exhibit the usual unconciliating disposition on the part of his Dutch Majesty, and to restate his determination not to recognize

the sovereignty of Belgium, unless the points on which he insists are previously conceded, and stipulated in a treaty with the Five Powers. The Dutch journals have copied from those of Brussels the 67th Protocol, without any observation on it, except that some of them have remarked that they do not warrant its correctness in all particulars.

If we might judge from the details of military manoeuvres given in the Dutch papers, we should conclude that the army of the King of Holland is kept in a high state of discipline and activity. Every paper contains accounts of reviews, inspections, and changes of cantonments. There are two great camps, that of Royen, commanded by the Prince of Orange, and that of Eindhoven, by the Duke of Saxe Weimar. A third camp, it is said, is about to be established at the Vughterbeids. Much praise is bestowed on the choice of the positions, and it is asserted, that in consequence of the state of the communications, and the skilful arrangements which have been made, the whole army can within a few hours be concentrated on one point.

It is reported that the Electoral Prince of Hesse has thought fit to anticipate the contingency of a special resolution of the Diet with respect to Hesse, and to revoke the law on the Civic Guard, passed on the 25th of last month.

The Grand Duke of Baden has protested against the proceedings of the Diet, so far as they affect the liberty of the press, and it is expected that the King of Württemberg will follow his example.

The inhabitants of Friburg and their deputies have protested against any usurpations made, or to be made, by the Germanic diet, of their prerogatives. The account of the march of the Austrian and Prussian troops towards the Rhine has caused a considerable ferment in the Rhenish provinces; but absolute resistance to the will of the sovereigns, to any formidable extent, appears unlikely for the present.

The French fleet at present assembling at Cherbourg is, it is said, eventually destined for the Scheldt, in conjunction with that of Sir Pulteney Malcolm. The reason assigned for both fleets delaying their departure for the north, is said to be to watch the progress of events in Portugal, in case the interference of Spain should render it necessary to make a demonstration on her shores.

A letter from Berlin of the 17th ult., states, that the new sovereign of Greece, Prince Otto, of Bavaria, is likely to be married to the eldest daughter of the Emperor of Russia.

A report of the discussion upon the state of Poland which took place in Parliament on the 28th of June, has been translated and printed in Posen, (Polish Prussia) and sold for the benefit of the Polish refugees.

Paris remained perfectly tranquil up to 5 o'clock on Saturday evening. The celebration of the three days' anniversary had proceeded without interruption; but it was observed with less of spirit than on any previous similar occasion.

The Cholera was subsiding rapidly; but fears were entertained that the rejoicings of Saturday would tend to its return or revival.

Paris papers of the 24th, state that the Cholera had broken out in the Chateau St. Cloud, and that among others the King's sister Adelaide had been attacked.

A frightful epidemic resembling the Cholera, is stated to prevail among the Russian troops in Poland, and the Austrian troops in Galicia. In one regiment it carried off 600 men.

The Austrians are said to have increased their force in Lombardy and central Italy to 200,000 men.

We are enabled to state positively, (says the London Court Journal) that the Duchess de Berri was in London (*incognito*, of course) during the whole of two days of last week: namely, Tuesday and Wednesday, and that Her Royal Highness left London for Holyrood House, on Thursday.

Orders, (says the Journal du Commerce) are said to have been given by the Minister of War for troops to be assembled on the banks of the Rhine.

A letter from Bayonne, of the 21st ult. says—"It appears certain that Gen. Mina is in Portugal, and that he has succeeded in joining Dom Pedro."

The African Expedition sailed from Milford, July 26th, for the Niger.

Rev. Dr. Curtis, "Catholic Primate of all Ireland," died July 26th, of Cholera, aged 92.



The Cholera in Liverpool was abating. Deaths on the 28th, 12; 29th and 30th, 30; 31st, 9. Total cases 2965; deaths 807.

Sir WALTER SCOTT.—A letter from Melrose, dated Friday, the 20th, says that Sir Walter was rather better during the last two or three days than he had been a few days ago, when he had suffered a slight relapse.

The British Parliament is about to rise, and business advances with accelerated speed as the time approaches. The second reading of the Irish Reform Bill, its passage through the Committee of the Upper House, and the Report, occupied together but three nights,—a despatch but little expected after the delay of the English and Scotch Bills. The Irish Tithes Bill, the discussion of which gave rise to much acrimonious debate in the House of Commons, has at length got through the Committee. On the evening of the 28th, the Budget for the current year was brought forward by the Chancellor of the Exchequer. The income of 1830, ending the 5th of January, 1831, was 50,055,616*l.*; and the expenditure 47,142,943*l.*; leaving a surplus of 2,910,673*l.* The net receipts for the year ending the 5th of January, 1832, amounted to 46,293,521*l.*; the expenditure to 47,559,708*l.*; leaving a deficiency of 1,266,187*l.* This apparent deficiency, it was stated, had not been occasioned by any general diminution in the consumption of taxable commodities. The remission of the duty on coals and slate coastways, the less amount received for duty on corn, and remission of certain excise duties, exceeded by more than a million the deficiency in the receipts; the instance of consumption, however had not, it was admitted, equalled expectation, and thereby accounted for the expenditure exceeding the income. The Duke of Wellington figures again as the champion of anti-Reform, by making a speech in Parliament upon Irish affairs. The attempt, which is pronounced imbecile, was unanswered and soon silenced by Lord Plunket. This great captain seems to the last unwilling to admit what the rest of the world has sometime since discovered,—his incapacity as a statesman. It is the great weakness of mere military characters, that long after the light of their reputation has ceased to dazzle and bewilder the public mind, their confidence in their own abilities remains unimpaired, especially when crowds of flatterers prevent time from dissipating the illusion!

Half past one o'clock.—LATE AND IMPORTANT FROM FRANCE.—By the ship *Charlemagne*, Capt. Robinson, we have received our usual files of Paris and Havre papers to the 31st July, inclusive. We are also indebted to Capt. R. for the use of letters and papers giving particulars of foreign news that we would not otherwise be possessed of. By this arrival our readers will grieve to learn of the death of the son of NAPOLEON.

The steam packet which arrived at Havre from England on the 1st August, brought an account of a general action having been fought between Dom Pedro and Dom Miguel, near Coimbra,—the former having 8,000 and the latter 12,500 men,—when Dom Miguel was completely defeated. The above account is confirmed by a telegraphic despatch from Bayonne, stating that Miguel was completely routed, and that the liberating army was on full march for Lisbon, and that a large part of Miguel's forces had joined Dom Pedro.

The Cholera had diminished in Paris to 45 deaths a day, and had entirely disappeared at Rouen and Havre.

By a Royal Ordinance of the 28th July, Marshal Soult, Duke of Dalmatie, whose return from the waters of Mont d'Or we have already announced, is authorized to resume his functions as Minister of War.

Le Constitutionnel, in common with the other Opposition prints, renews its complaints of the principles of the Revolution having been neglected in the celebration of the late anniversary, which it attrib-

uted entirely to Ministry, where change is, it says, becoming daily more indispensable.

The marriage contract of King Leopold and the Princess Louise was signed at Paris on the 25th ult., his Majesty being represented by M. Le Hen, his Minister at the Court of France.

The inhabitants of Brussels are getting up an Address to the King, to lay before him the apprehension of the nation relative to the march of affairs, and pray that hostilities may be immediately renewed. The *Phare* of Antwerp announces the departure of a Deputation of the Chamber of Commerce of that town for Brussels, to carry to the throne a Petition from the inhabitants, praying for the rejection of the clauses of the 67th Protocol, an adhesion to which would lead to the ruin of Belgium.

BRUSSELS, July 29.—We learn from the *Capitalien* that the Dutch continue their hostile proceedings. On the 18th, they inundated the *Passewaai*, and the waters threaten the interior of the Wateringen. On the 22d and two following days they renewed their attempts, but were unable to raise the water more than 5 or 6 inches. From Fort Isabella they write, that the enemy is endeavoring to approach the sluice. A gun-boat, placed within half cannon-shot, came so nigh at the high tide that the Belgians expected every instant to be attacked. At the ebb of the tide the boat took its former station.

Death of the Duke de Reichstadt.—The *Augsburgh Gazette* of the 26th instant, communicates the following intelligence of the 22d from Vienna:—"This morning at five o'clock, an easy death put an end to the painful existence of the Duke de Reichstadt, at the palace of Schenbrunn. Already on the 19th the symptoms of the last stage of consumption manifested themselves, and the physicians gave up all hope of saving him. The Emperor has directed that his funeral shall be attended with the same forms and honors of an Archduke. The corps is to be interred in the imperial family vault on the 24th inst. Preparations were made immediately for the departure of his disconsolate mother for her duchy. This determination was considered absolutely necessary, in order not to endanger her own life."

The *Memorial des Pyrenees* says: "Private letters from Spain afford ground for apprehension that insurrectionary movements will not be confined to Portugal. They state that the Spanish provinces on the borders of Portugal are disposed to take part with Dom Pedro, and that even the troops forming the army of observation manifest the same sentiments. The presence of General Mina, whom they believe to be in the Pyrenees, has, it is said, contributed to these feelings. They add that the cause of Dom Miguel appears so desperate that lodgings are prepared at Badajos for his reception."

The view of continental affairs we have taken in a preceding article, in opposition to that of a prominent European Journal, we are happy to find fully concurred in by so intelligent a journalist as the editor of the *London Spectator*. The Nuremberg Correspondent, which the London papers seem to regard as high authority, considered the events which are now transpiring in Germany as altogether of a domestic nature, and partly arising from the mutual jealousies and intrigues of Austria and Prussia. We chose in differing to presume that the designs of these powers extended far beyond the extinction of the germs of freedom in their own dominions. The *London Spectator* now says that "it is plain that the two powers, Austria and Prussia, which govern the measures of this Confederation, have determined in combination with Russia, and probably Holland, to wage war with the progress of liberal opinions throughout Europe. Those powers have leved immense forces; and their armies are assuming positions which indicate hostile intentions beyond their own frontiers." We copy from the *London Morning Chronicle* the following enumeration of the forces, and their positions:

"The Prussians have three corps, occupying the line of the Rhine, of 86,000 men. The bulk of the Prussian army is between the Elbe and the Oder. This army, of which the vanguard is at Erfurt, amounts to 110,000 infantry, and 20,000 cavalry. There is another corps in Silesia, which has begun to march towards the Rhine. The last is yet in the Duchy of Posen. These two corps are from 75 to 76,000 men, which would make the whole Prussian

army ready to take the field 301,000 men. The Dutch army is 110,000; so that the army which would operate against the French in the North would be 401,000. The Russian army, which is organizing with great precipitation, but with much discretion, will, on the 1st of August, amount to 179,000, on the Wartha, the Bag, and the Vistula; between Beresna and the Niemen, in the environs of Mochlew, and on the line of the Dwina, under the command of Prince Paskewitch. Warsaw. The Russian reserve, under the immediate command of the Emperor, is 41,100. Besides this, other corps are organizing in the environs of Novogorod, Kiew, &c. This great organization commenced on the 1st of May, and will be completed by the 1st of August; and on the 3d of July, a Cabinet Order of St. Petersburg commanded each corps to take up the positions assigned to it, such as they were in 1815, so as to be ready, in time, to support the Prussian Army."

The estimation of these troops is supposed by some journalists to be France, "abhorred, repulsive France—France which has been guilty of the inexpiable crime of teaching the people of the Continent to be discontented with their quiet, orderly Governments, which have so long worked so well!" so much to the satisfaction—that is, of the Governors! France, however, is opening her eyes to the impending danger. The Constitutionnel, after speaking of the prodigious armaments above mentioned, says—

"It is true, we know, that on the occasion of these movements of troops, fair protestations of peace, of inoffensive projects, have been sent to our Government; but we know also, that the French Cabinet, comparing the words with the actions, begins at length not to be altogether convinced of the sincerity of these pacific assurances,—that recent despatches from her diplomatic Envoys have profoundly agitated her,—and that these circumstances, so grave, so imminent, are at this moment the subject of her whole solicitude."

One can hardly, then, predict too confidently an early, if not an immediate war in Europe. As to its being a general one, however, there is still much doubt. The confederated despots might march upon France, if matters were perfectly established at home, and all was quiet within their own dominions. Such, however, is by no means the case. They may ere long find enough to occupy them there. There seems to be a deep, though not a violent sensation, throughout the German States,—a kind of undertow in the current of opinion, which is noisily bearing the minds of the mass away with it. A letter from Frankfort, published in the *Constitutionnel*, states that

The number of subscribers to the Association for the Liberty of the Press has considerably increased since the Protocol; and that the most moderate persons, who hitherto have not meddled with politics, changed their course when they saw the liberties of their country menaced by the Ordinance of the 28th June.

It also states that the "Society of the Press" had held a sitting at Brochenheim.

"It was the most numerous meeting ever held in the rooms of the great hotel of the town not being able to contain the whole, they adjourned to the open air. There thousands of voices drank toasts to the Deputy Jordan, who first proclaimed the tyranny of the Diet, and demanded that the Ministry of Hesse Cassel should be impeached. It was remarked that the divisions which before existed among the members of the Association had entirely disappeared."

Such are the manifestations of public feeling in Germany; while the Elector of Hanover (William IV. of England) subscribes his name to the document which calls them forth.

Miscellaneous Extracts from English Papers.

About eleven o'clock in the night of the 19th inst. M. Gambart, Director of the Observatory of Marseilles, discovered a new comet. It is very small, and without a train, and is invisible to the naked eye. Its position in its right ascension is about 249 degrees, and in its northern declination 26 degrees. This comet was observed at Paris on Wednesday, when its right ascension was 243 degrees, and its declination only 16 degrees.



**THE EXPEDITION TO THE NIGER.**—Before this reaches the public eye, the commercial expedition for Central Africa will have sailed from Liverpool. As a jealous society has (perhaps with great propriety) been preserved concerning it, we have not much to add to the accounts already laid before our readers. The equipment consists of the Quorra, a steam vessel of 300 tons, and another steamer of less burthen, which are expected to ascend the river as high as Sokoto. Thence boats and overland excursions may convey our enterprising countrymen to places whither they may desire to go. This is simply a mercantile speculation, though, in unison with the enlightened spirit of the times, it purports to combine objects of greater and more general interest. The leading feature is to introduce British manufactures into regions hitherto unknown to the civilized world, and, with traffic, to diffuse improvement of every kind of which the natives may be found susceptible. The vessels are accordingly to be laden with articles most acceptable to the African population; and returns of African produce are anticipated by the shippers to reimburse them even for the first instance.

Government has nothing to do with the outfit of this expedition. Lieutenant William Allen, of the Royal Navy, proceeds with it, but without rank or command, as a passenger, instructed to make surveys and observations, for which we learn he is well qualified by his scientific attainments.

Richard Lander, to whom we owe this grand geographical discovery, may, of course, be considered as the head of the party which he accompanies in his third voyage to Africa. With him is associated Mr. Laird, gunnery, of Liverpool, as supercargo. Mr. Laird, we understand, is an able engineer, and otherwise intelligent and well-informed. Messrs. Briggs and Harris are the master and surgeon; and we presume the surgeon to be a sufficient naturalist; and especially a botanist, competent to investigate the very important branches connected with these sciences, either for philosophical or commercial results.

Altogether, we have fervent hopes respecting this design, and must heartily do as we wish it success. We had almost forgot to notice that the travellers carry with them a number of copies of an address, prepared in Arabic by M. Salameh, and intended to explain the objects of their visit to the native chiefs and kings. These are on all kinds of colored paper and being adorned with pictures of the two steam-boats, are likely enough to be regarded not merely as ambassadorial letters, but as beautiful specimens of the fine art by the sovereigns to whom they are presented. [Bell's Weekly Messenger.]

The St. Petersburg Academician Gazette contains the following account of an extraordinary phenomenon, from a letter dated Moscow, May 2:—"In March last there fell, in the field of this village of Kourianof, thirteen versts from Volokolamak, a combustible substance of a yellowish color, at least two inches thick, and covering a superficies of between 600 and 700 square feet. The inhabitants at first thought it was snow, but on examination it appeared to have the properties of cotton, having, on being torn, the same tenacity; but, on being put into a vessel filled with water, it assumed the consistence of wax. On being put to the fire in its primitive state, it burnt and sent forth a flame like spirits of wine; but in its resinous state it boiled on the fire without becoming inflamed, probably because it was mixed with some portion of the snow from which it had been taken. After a more minute examination, the resin had the color of amber, was elastic like Indian rubber, and smelt like prepared oil mixed with wax."

**Russian Discipline.—Slushy Hospodine.**—"Prayer to God, or service to the Emperor," is never lost," so says a Russian proverb; and it is usually repeated with the conviction that the service is more important than the prayer. The term service includes, in its signification, unconditional obedience to the authority of a superior, even though that superior should be only one class above the person he commands. This blind obedience extends from the general or minister, down to the common soldier or clerk, through all offices and classes in which service confers dignity. An affair of service, as it is styled, takes place of all other considerations; and the man who has quietly realized a fortune at the expense of the state, affects the most scrupulous conscientiousness in the fulfilment of any prescribed duties which are calculated to make him feel the full extent of his own slavery. Every verbal command given by a military officer to a soldier, or by a civil officer to a domestic or vassal, is answered by the words *slushy hospodine* ("I obey my lord"); and the individual who gives the order may confidently trust to its punctual fulfilment, as for neglect would be

punished by a severe flogging. While a Russian is receiving commands, he stands stock still, like a soldier, without moving leg or arm; and at the close of every sentence delivered by his lord, he murmurs "*Slushy hospodine*."

**March of Infamy.**—Some time ago one would have thought that every mode of crime which the inventive depravity of human nature could suggest had been ascertained and defined. It was reserved for the nineteenth century—the "age of intellect," as it has been called—to bring to light a new crime; a crime at least, unheard of before, without a name! Now, unhappily, the verb "to assassinate," which had a somewhat similar origin, has become naturalized in our language; both expressing distinct and peculiar sorts of murder. The revolting word, "Burking" expresses what could not be otherwise expressed but in several words—namely, the killing of a human being for the purpose of selling the body to the surgeons. [Crushing the human form divine out of the likeness of humanity, sucking the breath of life from the lips of infancy, extinguishing the light of heaven in the eyes of age and helplessness, coldly brutally, with the step of the cat and the gorge of the vulture, proceeding to the deed of butchery and rapine for bread; not in passion, not in hate—callously, cruelly, as the entomologist crushes the head of the moth or pierces the throat of the beetle, for the interest of science; in pursuit of an exalted pleasure.]

**The Causes and Consequences of Large Factories.**—Amongst the causes which tend to the cheap production of any article, and which require additional capital, may be mentioned, the care which is taken to allow no part of the raw produce, out of which it is formed, to be absolutely wasted. An attention to this circumstance sometimes causes the union of two trades in one factory, which otherwise would naturally have been separated. An enumeration of the arts to which the horns of cattle are applicable, furnishes a striking example of this kind of economy. The tanner, who has purchased the hides separated from the horns, and sells them to the makers of combs and lanterns. The horn consists of two parts, an outward horny case and an inward conical-shaped substance, somewhat intermediate between indurated hair and bone. The first process consists in separating these two parts by means of a blow against a block of wood. The horny exterior is then cut into three parts by means of a frame-saw.

1. The lowest of these, next the root of the horn, after undergoing several processes, by which it is rendered flat, is made into combs.
2. The middle of the horn, after being flattened by heat, and its transparency improved by oil, is split into thin layers, and forms a substitute for glass in lanterns of the commonest kind.
3. The tip of the horn is used by the makers of knife-handles and of the tops of whips, and for other similar purposes.
4. The interior, or core of the horn, is boiled down in water. A large quantity of fat rises to the surface; this is put aside, and sold to the makers of yellow soap.
5. The liquid itself is used as a kind of glue, and is purchased by the cloth-dressers for stiffening.
6. The bony substance which remains behind is then sent to the mill, and, being ground down, is sold to the farmers for manure.

Besides these various purposes to which the different parts of the horn are applied, the clippings, which arise in comb making, are sold to the farmers for manure at about one shilling a bushel. In the first year after they are spread over the soil they have comparatively little effect, but during the next four or five their efficiency is considerable. The shavings which form the refuse of the lantern maker are of a much thinner texture: a few of them are cut into various figures and painted, and used as toys; for, being hygrometric, they curl up when placed in the palm of a warm hand. But the greater part of these shavings are sold also for manure, which, from their extremely thin and divided form, produces its full effect upon the first crop. [Barbary.]

The London New Monthly Magazine says of the late Sir James Mackintosh:—"In conversation, he was almost without a competitor. The companion of all the most distinguished men of his own time, Sheridan, Parr, Burke, Kebley, as intimately acquainted with all the great men of antiquity, with a mind full of ancient lore and modern anecdote, equally ready on all subjects, history, politics, personal narrative, eloquent without pomposity; learned without pedantry; gay, and ever witty, without affectation; there never was a man possessed of more

advantages for colloquial intercourse; and great as his loss must be to the public in general, it is to those who knew and approached him, incalculably greater. They must deplore it deeply and affectionately."

**Cuvier, in his History of the Natural Sciences, observes of Moses.**—"His books show us that he had perfect ideas respecting several of the highest questions of Natural Philosophy. His cosmogony especially, considered in a purely scientific view, is extremely remarkable, inasmuch as the order which it assigns to the different epochs of creation, is precisely the same as that which has been deduced from geological considerations."

On this text, there is, in the last number of the Edinburgh Philosophical Journal, an elaborate and learned commentary, which concludes with the following remarks:—"It is thus, then, that the discovery of geology, when more matured, instead of throwing suspicion on the truths of revelation, as the first steps in them led some persons to maintain, have furnished the most overpowering evidence in behalf of one branch of these truths. The result of these discoveries has been in this respect similar to those of the Chinese and Egyptian histories, and the Indian astronomy, but much more striking. Eminent men had pledged their fame in setting up these histories, and that astronomy, in opposition to the chronology of Genesis; but further and more careful inquiry into their true characters discovered, that when rightly understood, they only tend to confirm it."

"Will not human science, then, condescend to borrow some light to direct the steps of its own inquiries, from a record, the accuracy of which it has itself proved, and which is supported by other proofs of the highest order? or, what should we say to the illustration of the relics of Pompeii and Herculaneum, who should reject the light thrown on them by the letters of Pliny, authenticated as they are by the existing remains of the buried cities, as well as the historical evidence which is proper to themselves? Among the questions which geology is at present attempting to solve, is that of a different temperature of some regions of the earth at a remote age. The discoveries of Pallas and Adams, of a rhinoceros and elephant in Siberia, having coverings of hair fit to protect them from the cold of the northern regions, would seem to decide the question so far at least as to show, that there has been no change of temperature since the creation of animals. But the question does not seem yet so satisfactorily answered, so far back us to the age of the creation of vegetables. Does not the statement in Genesis, that the establishment of our present days and seasons was intermediate between the creation of vegetables and that of animals, give us a clue to direct our path in the inquiry?"

"It does not come under our present subject to discuss the historical and moral evidences of the divine relation of the Scriptures: but both are so full, even to overflowing, and impose upon us so many insuperable difficulties, in the way of our being able to account for the quality and consistency of these remarkable books, excepting on the ground which has been all along assumed by themselves, that they are of more than human origin, that in estimating the accuracy of any part of the matter contained in them, the fastidiousness of human science appears to be carried to an unreasonable extent, not to take these evidences into calculation." In this country, where for a long period we have had the Scriptures in our hands as a popular book, they among us who have been the most eminent for human learning and science, and whose fame has been in every view the most unsullied, have been so convinced by the force of these evidences, that they have in general been the most strenuous defenders of revelation.

"We have only endeavored to illustrate and point out the consequences of the statement of Baron Cuvier, that the order which the cosmogony of Moses assigns to the different epochs of creation, is precisely the same as that which has been deduced from geological considerations. We have been guilty of no improper mixing up of divine and human things. We have examined the meaning of the terms in the first chapter of Genesis, in consistency with the well-known rules of criticism, and only by the light contained within itself, or that thrown upon it by the other books, in the same language with which it is associated. The human science we have not extracted from any part of the holy Scriptures; we have taken it simply as we find it in the works of eminent geologists. As the latter is not a philosophy phantasia, but a deeply interesting science, constructed by that method of careful observation and cautious induction, which Bacon himself was



the first to recommend; so neither can the sense of the Scriptures present to us a religious heretic. If our science, thus constructed, and our religion speak so obviously the same language, as we have seen they do on one important point, what else in the strictest application of Bacon's philosophy, can we deduce from the circumstance, but that both are certainly true?

## POETRY.

[From the London Metropolitan for January.]  
**THE POWER OF RUSSIA.—By T. Campbell.**

No all this gallant blood has gush'd in vain!  
 And Poland, by the Northern Condor's beak  
 And talons torn, lies prostrate on the plain.  
 O, British patriots, that were wont to speak  
 Once loudly on this theme, now hush'd or meek!  
 O, heartless men of Europe—Goth and Gaul!  
 Cold, adder-deal to Poland's dying shriek—  
 That saw the world's last land of heroes fall!  
 The brand of burning shame is on you all—all!

But this is not the drama's closing act;  
 Its tragic curtain must uprise anew.  
 Nations, mute accessories to the fact,  
 That Ulas-tree of power, whose fostering dew  
 Was Polish blood, has yet to cast o'er you  
 The lengthening shadow of its headless hue.  
 A dusky shadow, darkening Nature's hue.  
 To all that's hallow'd, righteous, pure, and great,  
 Woe! woe! when they are reach'd by Russia's withering hate.

Russia, that on his throne of adamant,  
 Conquers what nations' breast hath ne'er been gored;  
 He on Polonia's Golgotha will plant  
 His standard fresh; and hords succeeding hords,  
 On patriot tombs—stones he will whet the sword,  
 For more stupendous slaughters of the free.  
 Then Europe's realms, when their best blood is pour'd,  
 Shall mix their Poland, as they bend the knee,  
 All—all in grief, but none in glory likening these.

Why mote ye not the Giant whilst he reel'd?  
 O fair occasion, gone forever by!  
 To have lock'd his lance in their northern field,  
 Innocuous as the phantom chivalry  
 That flamed and hurled from yon boreal sky!  
 Now wave thy pennon, Russia, o'er the land  
 Once Poland; build thy bristling castles high;  
 Dig dungeons deep; for Poland's wretched brand  
 Is now a weapon new to widen thy command.

An awful width! Norwegian woods shall build  
 His fleets; the Swede his vassal; and the Dane;  
 The glebe of fifty kingdoms shall be til'd  
 To feed his dazzling, desolating train;  
 Camp'd, sunless, 'twixt the Black and Baltic main;  
 Bruis'd hoofs, low'd, but Sparta could not write,  
 And Rome, half-barbarous, bound Achala's chain;  
 So Russia's spirit, midst Slavonic light,  
 Burns with a fire more dread than all thy polish'd night.

But Russia's limbs (so blunted statesmen say)  
 Are crude and too colossal to cohere.  
 O lamentable weakness! reckoning weak  
 The strutting Titan, strengthening year by year.  
 What implement lacks he for war's career,  
 That grows on earth, or in its floods and mines,  
 (Eight sharer of the lohabilitate sphere)  
 Whom Persia bows to, China hushes, confines,  
 And India's homage waits when Albion's star declines?

But time will teach, the Russ ev'n conquering  
 Has handmaid arts: ay, ay, the Russ will woo  
 All sciences that speed Solon's care;  
 All murder's tactic arts, and win them too;  
 But never holler Muses shall imbue  
 His breast, that's made of Nature's basest clay:  
 The sabre, know, and dungeon's vapor blue,  
 His laws and ethics: far from him away  
 Are all the lovely Nine, that breathe but freedom's day.

Say, even his self, half-humanized, should learn  
 Their human rights—will Mars put out his flame  
 In Russian bonfire? No, he'll bid them burn  
 A thousand years for martial fame.  
 Like Romans! Yet, forgive me, Roman name:  
 Rome could impart what Russia never can—  
 Proud civic rights to slave sublimation's shame.  
 Our wife is come; but in Freedom's van  
 The Polish eagle's fall is big with fate to man.

Proud bird of old! Mohammed a moon recoiled  
 Before thy sword! Had we been timely bold,  
 Thine up, still free, had stunned the Russ; and foiled  
 Earth's new oppressors, as it foiled her old.  
 Now, thy majestic eyes are shut and cold;  
 And colder still! Polonia's children find  
 The sympathetic hands that we withhold—  
 But, Poles, when we are gone, the world will mind  
 Ye bore the brunt of fate, and bled for humankind.

So hallow'd have ye fulfilled your part,  
 My prike repudiates ev'n the sigh that blends  
 With Poland's name—name written on my heart,  
 My heroes, my grief-consecrated friends!  
 Your sorrow, in nobility transcends  
 Your conqueror's joy; his cheek may blush, but shame  
 Can't give not yours, though exile's tear descends.  
 Nor would ye change your concency, cause, and name,  
 For his, with all his wealth, and all his felon fame.

These, Niemcewicz, whose song of stirring power  
 The Czar feels to sound in Polish lands;  
 These, Czartoryski, in thy banished tower,  
 The paricide who in the palace wanders,  
 May envy; proudly may, Polonia's friends  
 Thrown down their sword as Europe's feet to scorn,  
 Say: "Russia, from the metal of these brands  
 Shall forge the fetters of your sons unborn;  
 Our setting star is your misfortune's rising morn."

\* This venerable man, the most popular and influential of Polish poets, and President of the Academy of Warsaw, is now in London; he is now seventy-four years old; but his noble spirit is rather mollified than decayed by age. He was the friend of Fox, Kowalski, and Washington. Rich in anecdote like Franklin, he has also a striking resemblance to him in countenance.

[From the Boston Courier.]

## TARIS-GUONCH, OR, THE ROLLING THUNDER.

A few years since, on the bank of a beautiful stream that flows into the St. Clair, an old Indian Chief, by the name of Taris-Guonch, was discovered by an officer of the U. S. Army. He was seated under an aged oak, that rose solitarily in the midst of scorched and broken pines, and was surrounded by a small, but faithful remnant of his once warlike tribe. His canoe was drawn up on the sand but a short distance off. This Chief was dying; and, before the officer left the spot, the voice of The Rolling Thunder was hushed in the forest.

Hunter! why thy bow unbend!  
 Ere the deadly shaft be spent!  
 Drops thy lofty spirit here,  
 On the ridge where haunt the deer.  
 Ourselves beneath the moon—  
 Boundeth by the fierce racoon—  
 Traps are set, and scent are keen—  
 Need ye ca-ween nec-shes-shen?

Brother, here are herbs for thee,  
 Plucked beside the sugar tree,  
 Charmed plants, which only grow  
 In the grove of Manitou!  
 Eat! and thou unspent may pass  
 Prairies wild of tangled grass—  
 On my hand thy forehead lean—  
 Need ye ca-ween nec-shes-shen?

Hunter! lead the royal race,  
 Guide thy eagles to the chase,  
 Show them arrow's glittering tongue,  
 Let the bear outstrip her young;  
 Raise thine arm of swarthy stain,  
 Let the wolf recoil again!  
 Was this not thy wonted men?  
 Need ye ca-ween nec-shes-shen?

Brother! raise thy drooping head—  
 'Tis not here—the royal bed—  
 Brother! lift thy shaded eye—  
 'Tis not here that prince lies;  
 Tell me, hunter! in thine eye,  
 Scattered leaf and falling pine?  
 Then, with beads of blue and green?  
 Need ye ca-ween nec-shes-shen?

Hunter, hark!—'er forest dim  
 Bursts a-lar the thunder-hymn!  
 Thunder-spirits muttering say—  
 "Rolling Brother! haste away!"  
 Need ye! Need ye! thou shalt go  
 Where they bend the golden bow,  
 Where the silver fish are seen—  
 Need ye, need ye, nec-shes-shen!

## HARP OF THE ISLE.

\* Friend, or brother, it is not well. \* Friend, or brother, it is well.

[From the London New Monthly for June.]

## THE DYING GIRL'S LAMENT.—By Mrs. C. Gore.

Why does my mother steal away  
 To hide her struggling tears?  
 Her trembling touch betrays uncheck'd  
 The secret of her fears.  
 My father gazes on my face  
 With yearning, earnest eye,  
 And yet, there's none among them all,  
 To tell me I must die.

My little sisters press around  
 My sleepless couch, and bring  
 With eager hands their garden gift,  
 The first sweet buds of Spring!  
 I wish they'd lay me where those flowers  
 Might lure them to my bed.  
 When other Springs and Summers bloom,  
 And I am with the dead.

The sunshine quivers on my cheek,  
 Glimmering, and gay, and fair,  
 As if it knew my hand too weak  
 To guide me from the glare.  
 How soon 'twill fall unheeded on  
 This death-dew'd glassy eye!  
 Why do they fear to tell me so?  
 I know that I must die.

The summer winds breathe softly through  
 My lone, still, dreary room  
 A lonelier and a sadder one  
 Awaits me in the tomb.  
 But no soft breeze will whisper there,  
 No mother hold my head!  
 It is a fearful thing to be  
 A dweller with the dead.

Ere after eve, the sun prolongs  
 His hour of parting light  
 And seems to make my farewell hours  
 Too fair, too heavenly bright!  
 I know the loveliness of earth,  
 I love the evening sky,  
 And yet I should not murmur, if  
 They told me I must die.

My playmates turn aside their heads  
 When parting with me now,  
 The nurse that tended me a babe,  
 Now soothes my aching brow.  
 Ah! why are those sweet cradle hours  
 Of joy and fondling feed?  
 Not on my parents' knees now  
 Could I keep me from the dead.

Our pastor kneels beside me oft,  
 And talks to me of heaven;  
 But with a hazy vision still,  
 My soul in dreams hath striven  
 I've seen a beckoning hand that call'd  
 My faltering steps on high.  
 I've heard a voice that trumpet-voiced,  
 Bade me prepare to die!

BY HARRY CORNWALL.  
 The night is closing round, Mother!  
 The shadows are thick and deep!  
 All round me they cling, like an iron ring,  
 And I cannot—cannot—seep!  
 Ah, Heaven!—thy hand, thy hand, Mother!  
 Let me lie on the nursing breast—  
 They have smitten my brain with a piercing pain,  
 But I'm gone—and now I shall rest.

I could sleep a long, long sleep, Mother!  
 So, seek me a calm, cool bed!  
 You may lay me down, in the winter snow,  
 With a moss bank for my head.  
 I would lie in the wild, wild woods, Mother!  
 Where naught but the birds are known;  
 Where nothing is seen, but the branches green,  
 And flowers on the greenward stream.  
 No lovers there with the air, Mother!  
 Nor mock at the holy sky;  
 One may live and be gay, like a summer day,  
 And at last, like the summer—die!

**THE AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS** will hereafter contain extracts from approved works upon the cultivation of The Fine, the rearing of Silk, and Agricultural subjects generally, in addition to its former variety of interesting matter. Its leading character, however, will continue as heretofore—that of advocate and promoter of internal communication.

Terms, \$3, to single subscribers, or to companies of five, each. It will also be sent to any person at \$3 per volume, who will subscribe for two copies for two years at one time, or pay \$10, advance in advance.

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**WEBB'S CONGRESS HALL**, a new and extensive establishment, now fitting up at Nos. 140, and 142 Broadway, will be in readiness in a few days to receive company, and at which may be found the former host of the Catalpa Mountain and Pearl-Street Houses.

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Also—superior **Sedlitz Powders**, Chloride of Soda, Chlorine Tooth Paste, and a great variety of other articles, manufactured by J. Boston, and sold wholesale and retail at No. 7 Wall-street, by **RETAIL TO THE FREEMAN**, (et c.)

**TOWNSEND & DUFFELL**, Rope Manufacturers, having machinery for making rope to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jarvis, Esq., No. 41, H. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmyra, Wayne County, New-York. 1st mo. 22d, 1852.

## A RAILROAD IN PRACTICAL OPERATION.

within ten miles of the City of New-York.

**THE PATERSON AND HUDSON RIVER RAILROAD** is formed from the town of Paterson to the village of Aquackanonk, a distance of 41 miles, and is now in actual and successful operation between those places.—The Company have placed upon the road three splendid and commodious Cars, each of which will accommodate thirty passengers, and have supplied themselves with fleet and gentle horses, and careful drivers. With a view to the convenience of those persons who may wish to avail themselves of this rapid and delightful mode of travelling, the following hours have been fixed for leaving those places:

PATERSON.		AQUACKANONK.	
At half past 7 o'clock, A.M.	At half past 10 o'clock, A.M.	At half past 1 o'clock, P.M.	At half past 4 o'clock, P.M.
10 do do	3 do do	5 do do	7 do do
3 do do	6 do do	8 do do	10 do do
half past 4 do do	half past 7 do do	half past 1 do do	half past 4 do do

## ON SUNDAYS.

PATERSON.		AQUACKANONK.	
At 8 o'clock, A.M.	At 10 o'clock, A.M.	At 1 o'clock, P.M.	At 4 o'clock, P.M.
half past 7 do do	half past 10 do do	half past 1 do do	half past 4 do do
half past 12 do do	half past 3 do do	half past 6 do do	half past 9 do do
half past 6 do do	half past 9 do do	half past 12 do do	half past 3 do do

Parties of twenty or more persons can be accommodated on either of the above hours with a private Car. The FARE reduced to 10 cts.—Children under 12 years of age, half price.—Paterson, June 20th, 1852.

**ELIAS B. DODEN**, Secretary.  
 NB.—Persons leaving Hoboken by the 8 o'clock Stage, for Aquackanonk, will have ample time to view the Falls of the Passaic, and other objects of interest in the surrounding town of Paterson, and return to New-York the same day.

The public are informed that, upon further notice, the 10 o'clock and 4 o'clock P.M. trains from Paterson, and the 8 o'clock A.M. and 7 o'clock P.M. trains from Aquackanonk, are, for the present, withdrawn.

By order, **E. B. DODEN**, Secy.



